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Part III

Lemon Grove Community Plan

San Diego County General Plan - 1990

County planning San Diego co.
City planning Lemon Grove

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Adopted by the Board of Supervisors 12–31–74
As a Part of General Plan Amendment GPA 74–02

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insert

Lemon Grove
Community Plan

1 LOW

This Low Residential category allows up to five (5) dwelling units per gross acre and is limited to single family detached houses, basically in traditional small lot subdivisions with minimum lot sizes of 6,000 to 10,000 square feet. In this category there would also be the option of developing low density "Planned Residential Developments."

2 LOW PRD

The Low "Planned Residential Development" category would allow up to five (5) dwelling units per gross acre. In addition to single family detached houses on very small lots, this designation also permits townhouses, cluster housing, and garden apartments as long as each development provides compensating open space that will maintain the overall density at five dwelling units per gross acre. Since there are no minimum lot sizes in this category, developers will be required to make suitable provision for preservation of watercourses, wooded areas, rough terrain, and similar natural features with a design that harmoniously relates such natural features to their surroundings and avoids severe grading.

3 MEDIUM

This category provides for single family detached dwellings but, in addition, allows duplexes at overall densities of up to eight (8) dwelling units per gross acre.

4 MEDIUM PRD

This designation is generally similar to "Low Planned Residential Development" with the exception of the allowable number of dwelling units per gross acre, which is twelve instead of five. This higher density designation is intended for areas where such amenities and facilities as shopping, major street access, and sewer and water are either already available or can be economically provided. Because of the greater densities, height is limited to two (2) stories.

Single family detached dwellings, as permitted in the Low category, are also permitted in this category but only at a maximum of five (5) dwelling units per gross acre. However, land with unique historical, topographical, or ecological characteristics would retain a mandatory Planned Residential Development approach in order to preserve such important amenities.

5 HIGH

This category provides for duplexes, triplexes, fourplexes, row houses, and garden apartments up to a maximum of twenty-five (25) dwelling units per gross acre. This is the apartment house density wherein such structures are limited to one or two stories.

6 DOWNTOWN DISTRICT

Uses in this category include the customary downtown facilities for comparison, convenience, and personal shopping and space for business and professional offices. The district shall provide adequate parking, safe and easy pedestrian access, and coordinated physical appearance including landscaping. It is intended that signs be related only to services or products available on the property and that all uses be in enclosed buildings.

7 PROFESSIONAL - OFFICE

This category designates the area most suitable for business and professional offices accessible by a variety of transportation modes and within walking distance of restaurants and shopping facilities.

8 HIGHWAY COMMERCIAL

This designation is meant to supply highway oriented commercial services for motorists while serving the local community at the same time. Areas within this designation would contain facilities such as gas stations, auto sales, service and supplies, restaurants, and commercial recreation. These facilities must provide adequate parking, attractive buffering and screening, and proper access control so as not to impair the smooth flow of traffic.

9 NEIGHBORHOOD CONVENIENCE CENTERS

This category provides space for markets, drug stores, and personal service facilities on sites between five and ten acres in size which are customarily located very near the residential areas they serve.

10 LIGHT INDUSTRY

This category is considered suitable for industries that can be classified as research and development, wholesaling, certain types of warehousing, and other light industries with no noxious emissions of smoke, fumes, odors, noise, vibrations, or water pollution.

11 MEDIUM INDUSTRY

As in the light industrial category, uses in this category are also restricted to clean, non-polluting types of industry. However, these medium industrial uses may be less compatible with adjacent uses because of potentially higher levels of noise and unsightliness and should therefore be screened and separated in order to protect the surrounding community. Examples are auto body repair facilities, trucking, and construction and contracting.

12 ENTRANCE TREATMENT

Community entrance points such as College Avenue and Broadway; Massachusetts and Highway 94; Lemon Grove Avenue and Highway 94; and Broadway and Sweetwater Road are designated for special treatment. This is intended to create an awareness on the motoring public that they are entering Lemon Grove and may consist of landscaping, sign control or a diversion or change in the pattern of paving in addition to other strong visual elements.

13 GREENBELT - RECREATIONAL - OPEN SPACE

This category designates areas that should be left open as a greenbelt system to be used for parks and open recreation areas.

14 LIGHT AGRICULTURE

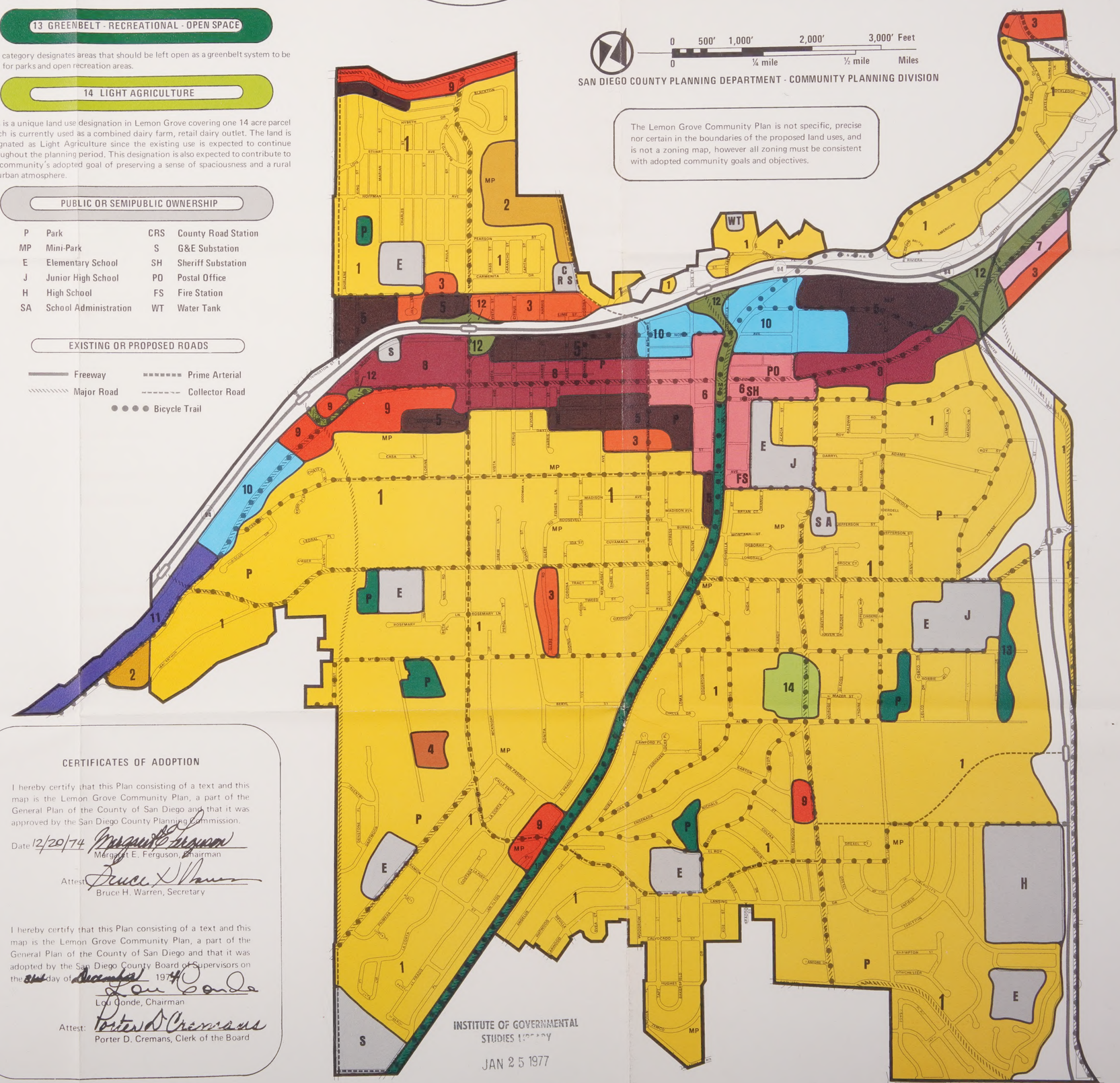
This is a unique land use designation in Lemon Grove covering one 14 acre parcel which is currently used as a combined dairy farm, retail dairy outlet. The land is designated as Light Agriculture since the existing use is expected to continue throughout the planning period. This designation is also expected to contribute to the community's adopted goal of preserving a sense of spaciousness and a rural suburban atmosphere.

PUBLIC OR SEMIPUBLIC OWNERSHIP

P	Park	CRS	County Road Station
MP	Mini-Park	S	G&E Substation
E	Elementary School	SH	Sheriff Substation
J	Junior High School	PO	Postal Office
H	High School	FS	Fire Station
SA	School Administration	WT	Water Tank

EXISTING OR PROPOSED ROADS

Freeway — Prime Arterial
Major Road — Collector Road
Bicycle Trail



CERTIFICATES OF ADOPTION

I hereby certify that this Plan consisting of a text and this map is the Lemon Grove Community Plan, a part of the General Plan of the County of San Diego and that it was approved by the San Diego County Planning Commission.

Date 12/20/74 Margaret E. Ferguson
Margaret E. Ferguson, Chairman

Attest: Bruce H. Warren
Bruce H. Warren, Secretary

I hereby certify that this Plan consisting of a text and this map is the Lemon Grove Community Plan, a part of the General Plan of the County of San Diego and that it was adopted by the San Diego County Board of Supervisors on the 21st day of December 1974

Lou Conde
Lou Conde, Chairman

Attest: Porter D. Cremans
Porter D. Cremans, Clerk of the Board

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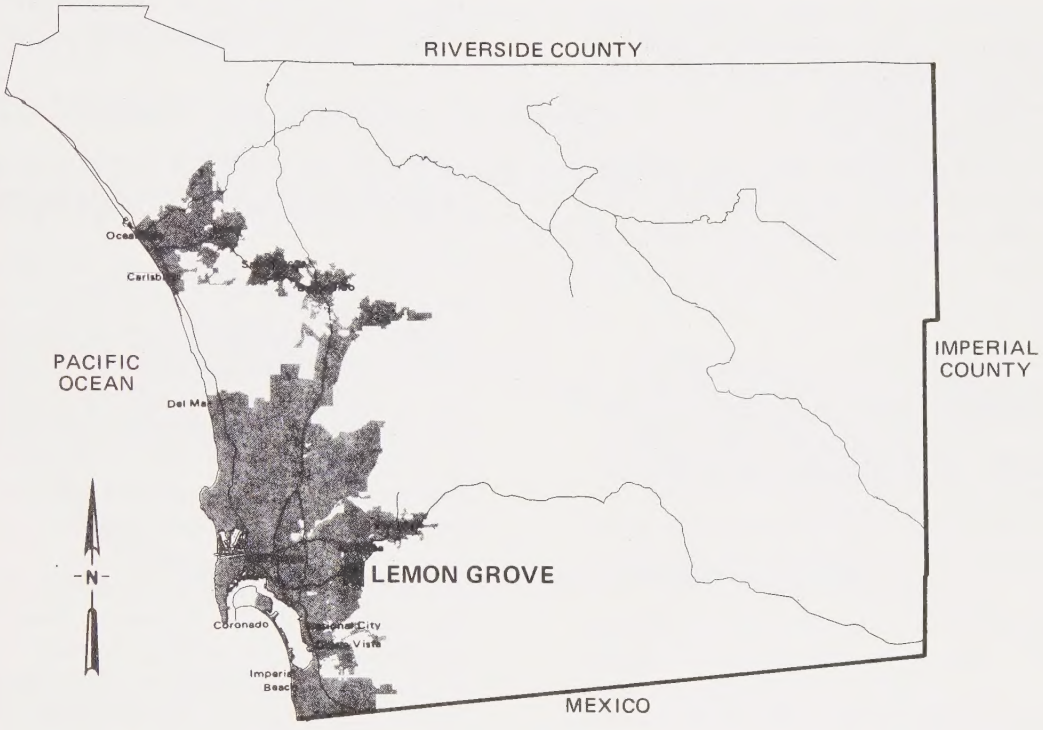
Chapter 1
Introduction



INTRODUCTION

The Lemon Grove Community Planning Area is a part of the metropolitan San Diego region and is located on the eastern edge of the city of San Diego and on the southern edge of the city of La Mesa.

The unincorporated community of Lemon Grove is also bordered on its east by the Valle de Oro Community Planning Area.

The entire area has been undergoing rapid urbanization and Lemon Grove was, until recently, close to the eastern edge of a nearly continuous and undifferentiated urban growth radiating outward from the city of San Diego. However, this urban fringe has moved past Lemon Grove, as well as La Mesa, to the outer fringes of El Cajon. Where it will stop has been the subject of much controversy among planners and interested citizens.

The rapid growth rate in Lemon Grove has slowed down somewhat partly because approximately 97% of the available land in the planning area has been developed. Between 1960 and 1970, the population increased from 23,144 to 26,057 or by about 12%. The maximum population goal of the community plan group is about 30,000.

An interesting facet of growth in Lemon Grove is that the community has grown at a predominantly single family density even though most of the land has been zoned at duplex densities during most of the community's more recent history. This has created somewhat of a small-town rural atmosphere even at the pace at which urbanization has taken place in surrounding communities. It was a desire to maintain this urban-rural balance that prompted concerned citizens to join with the County in forming the Lemon Grove Planning Association. It became a principal goal of this group and ultimately of the Lemon Grove Community Plan to "insure a desirable, healthful and comfortable natural environment with urban and rural amenities."

The Plan Map and accompanying text indicate how all interested segments of the community —— citizens as well as government —— desire to achieve this goal.

HISTORY OF THE AREA

As intimated above, the history of Lemon Grove has been distinguished by change and adaptation.

The area now known as Lemon Grove, located approximately eight miles east of the San Diego Civic Center, was originally part of the San Diego Mission Lands and was then known as the Old Rancho Mission. The first permanent settler was Robert Allison, a sheepherder who, in 1868, bought acreage for use as a sheep ranch and built a home.

The first survey was between 1892 and 1894. When a dependable water supply became available, land was divided into lots of ten and twenty acres. By 1910, the area had approximately 500 residents and had acquired its present name because of the citrus crops which were flourishing at the time. By 1918, the poultry industry and winter vegetable crops were also flourishing. The following decade, however, was marred by a series of frosts and floods which virtually destroyed many orchards and crop lands.

During this decade, the 1920's, another change began to take place. People whose professions or businesses were located elsewhere began to build their homes in Lemon Grove. This started a trend towards in-migration which was relatively slow until 1946. Between 1946 and 1949, the post war building and baby booms added an average of one hundred new residents to Lemon Grove each month. This building pace continued for the next fifteen years and then began to decline when the more accessible land had been used.

By 1971, there were 8,436 housing units and more than 26,000 people, many of whom showed a concern about the future of their community and the preservation of the amenities that had attracted them to Lemon Grove originally.

INTERIM ZONING

A perusal of existing land use and property ownership maps for the Lemon Grove area will verify the observation made above that the community has in fact developed largely at single family densities even though much of the community has been zoned at duplex densities for as long as 30 years. Also, the community has become built up to the extent that less than 5% of the total land area remains vacant.

This was the situation in the spring of 1971 when the Lemon Grove Planning Association was beginning to move beyond the preliminary phases of its planning activities. The remaining 450 vacant acres were under extreme urbanization pressures and development in accordance with existing zoning and contrary to past patterns frustrated the citizen planners in their stated desire to preserve a rural-urban balance.

At about this same time, other citizens were, actually opposing a proposed duplex development in a predominantly single family neighborhood which was zoned for duplexes. This opposition evolved into a request to the County Board of Supervisors for interim rezoning from R-2 and R-2-A (duplex densities) to R-1-A (single family houses on 6,000 square foot lots) for most of Lemon Grove.

The County Planning Commission has a policy, endorsed by the Board of Supervisors, of not recommending substantial changes in zoning or land uses until an officially recognized citizens' planning committee has completed a community

plan. In accordance with this policy, the Commission and the Board concurred in approving an interim R-1-A Zone over most of the Lemon Grove Planning Area on November 9, 1972.

This interim R-1-A Zone was extended for another year in November, 1972 but reached its final expiration date on November 6, 1973. On December 4, 1973, the Board considered but did not adopt a proposal to grant an interim zone at the R-1-B density (7,500 square foot lots) for a one year period.

ORGANIZATION OF THE COMMITTEE

The pressures of growth and the long-standing civic interest, both described above, prompted a meeting between the staff of the County's Community Planning Division and 121 concerned Lemon Grove citizens on October 15, 1969.

INTELLIGENT PLANNING AND EFFECTIVE CITIZEN PARTICIPATION

June 30, 1970—540 citizens attended the first community meeting.

December 2, 1970—Board of Supervisors authorized the planning program.

Over 50 experts representing all special districts, private utilities, Federal, State and local levels of government, and adjacent cities came to acquaint the citizens with every facet of the community.

April 4, 1973—Community goals approved by the Board of Supervisors.

November 1, 1973—Unanimous approval of Plan Map at community wide meeting.

February 1974—Final Plan approved for publication and distribution to the citizens of Lemon Grove.

June —Dec. 1974—Planning Commission and Board of Supervisors' public hearing on the Plan.

Plan adoption and beginning of Plan implementation.

Because of the regional impact of community planning, a planning area including both Lemon Grove and Spring Valley was considered. However, after a meeting in Spring Valley on April 2, 1970, it was decided to give priority consideration to Lemon Grove because of the nature of its problems. Spring Valley was later to become part of the Valle de Oro Community Planning Area.

As a result of this decision, another community meeting was held in Lemon Grove on June 30, 1970 and was attended by approximately 540 persons. After the community planning program was explained, the Lemon Grove Planning Association was formed. Later, 110 citizens, representing all sections of the planning area, officially pledged to serve on the executive committee. During its formative stage, the executive committee, in consultation with the County Planning Department, prepared by-laws, selected boundaries, prepared a work program and solicited general membership.

On December 2, 1970, the County Board of Supervisors formally recognized the Lemon Grove Planning Association and an official community planning program was ready to begin in accordance with official Board policies and procedures.

In accordance with these policies and procedures, the Association undertook a program of research and analysis during which it received information from appropriate experts in County government, special service districts and private utilities. The groundwork was thus laid for future cooperation between citizens and government when the Association was ready to put its plan together.

The executive committee organized various subcommittees in June, 1971, to analyze the expert material made available to it and also to use the citizen input resulting from a comprehensive questionnaire submitted to citizens, property owners and businesses within the Lemon Grove Community Planning Area. An example of the responsiveness of this organizational approach is the fact that the Executive Committee initiated an Environmental Impact subcommittee, the first one among any of the County's community planning groups.

PURPOSE OF THE PLAN

A community plan in San Diego County is a refinement of the County General Plan. In this sense, it is a more detailed policy guide for all those in both the public and private sectors who participate in land use and public facilities placement decisions.

In another sense, a community plan enables the County to convey its long range, development policy to the citizens. What makes community planning unique in San Diego County is that the community plans themselves are made up of maximum citizen input. Since community plans are not self-fulfilling prophecies and require continuing public and private commitments in order to be implemented, the Lemon Grove Community Plan can be looked upon as a two-way dialogue between citizens and government.

Although the community plan may serve as a basis for revising the ordinances and regulations which control development, it does not in itself establish new regulations or legislation nor does it rezone property. The preparation or amendment of County ordinances, such as zoning, subdivision, housing, building, or other development controls can only be enacted separately through the legislative process.

Since the need for a flexible document is acknowledged, periodic updating of the plan will be necessary as conditions in the community change.

The Plan map presents a composite of all major land use proposals while the Plan text discusses the community environment and the major land uses.

Finally, there is an implementation section which sets forth major projects, public and private, expected to be needed to carry out the plan.

It is the intent of the Lemon Grove Planning Association, the County Planning Department, the Planning Commission, and the County Board of Supervisors that future decisions affecting the environment of the community will be based on the objectives, recommendations, and sound planning principles embodied in this cooperative report.

Chapter 2
Existing Conditions

EXISTING CONDITIONS

In order to plan for the type of community desired in the future, it became necessary for the citizens of Lemon Grove to find out where they are today and how they got there. A variety of existing characteristics were examined —— characteristics of the people themselves, of the land they use, of the public facilities they support, and of the manner in which they earn their living. The information gathered and the conclusions reached help form the bases of the elements and implementation sections of this plan.

POPULATION CHARACTERISTICS

The population of Lemon Grove increased approximately 163% between 1950 and 1970 from 9,900 to 26,057. The greater portion of this increase, however, occurred between 1950 and 1960 because, as stated above, the increase between 1960 and 1970 was from 23,144 to 26,057, or only about 12%. Between 1950 and 1960, on the other hand, the population grew from 9,900 to 23,144 for an increase of about 150%.

As the size and rate of growth have been undergoing change, so also have other aspects of the population's makeup. A special census taken by the State Department of Finance in 1969 revealed some interesting differences from the Federal Census of 1960.

The age composition of Lemon Grove's population has changed somewhat. In 1960, 12% of the population was under age 5 whereas by 1969, this had fallen to 8%, indicating, perhaps, some future lessening of the pressure of demand for educational facilities. In both 1960 and 1969, 30% of the population was found to be in the 5-19 age group.

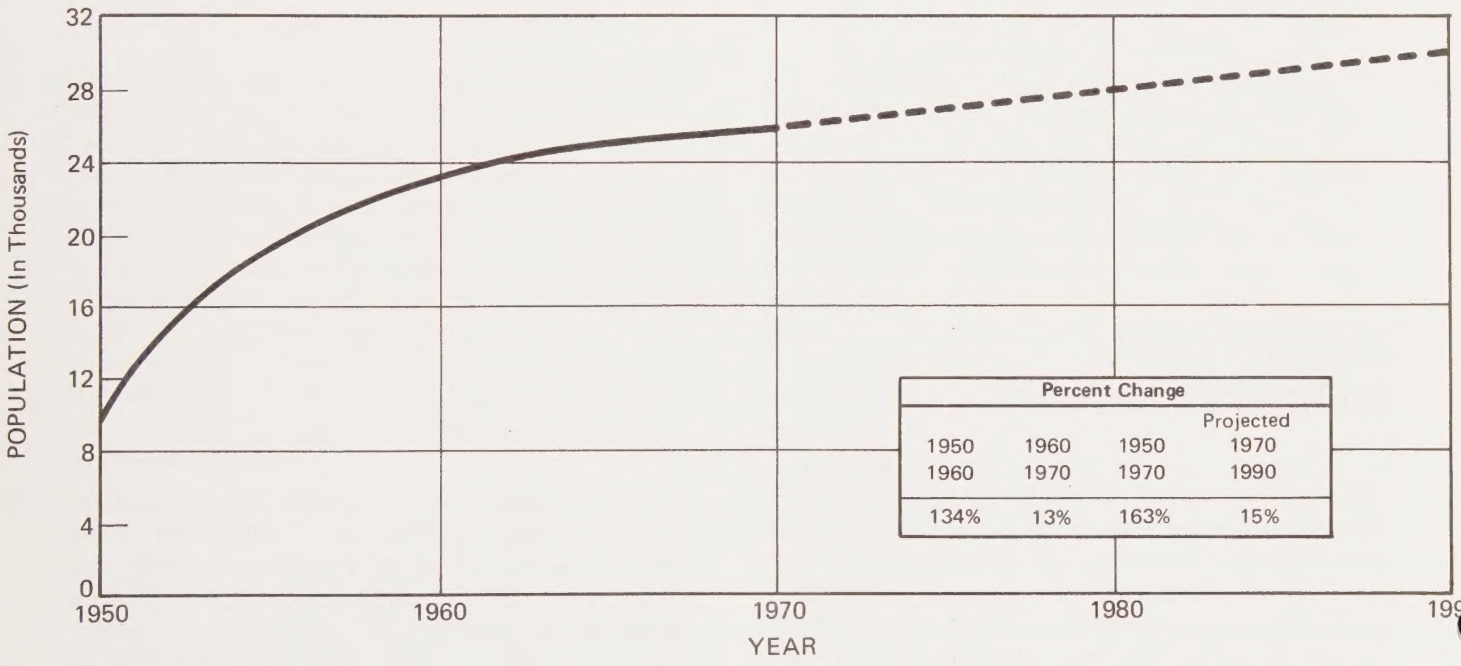
In 1960, 35% of the population was in the 20-44 age category but, by 1969, this percentage had fallen to 31%. A smaller percentage of the population in the prime-child-bearing years would seem another indicator of lessening demand for increased school facilities.

The 45-64 category has increased from 18% to 23% while the over 65 group has gone up from 7% to 8%. This pattern seems to indicate a tendency towards a certain stability of population. The 1969 increases in some of the older age groups may have been caused by 1960 residents who have remained in Lemon Grove but have moved up from some of the younger age groups, which by 1969 had smaller percentages of the total population.

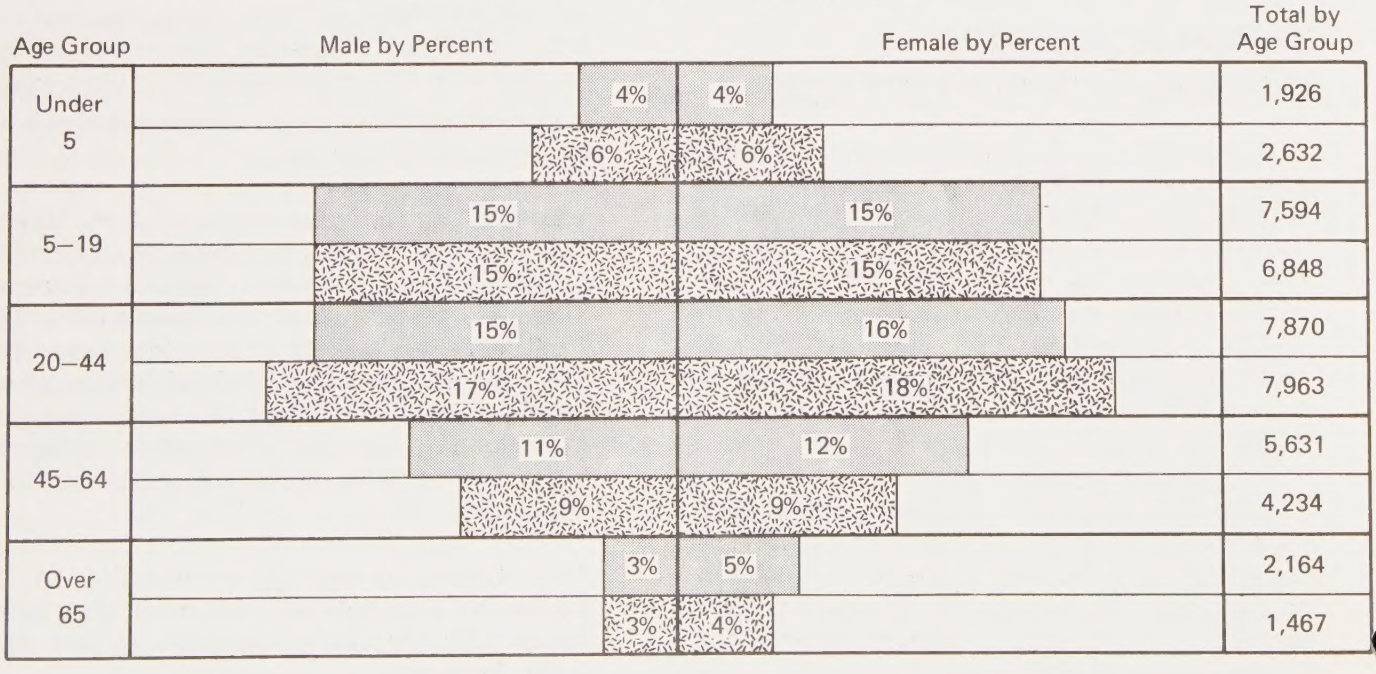
This shifting of the age composition of the population may indicate a future shifting in the demand for educational, recreational, and other public facilities.

According to the 1969 census, 64% of the people in Lemon Grove had come there since 1960 whereas only 33% had lived there prior to 1960. Since the rate of growth fell drastically after 1960, this would seem to indicate a lot of movement in and out of the community. Now that the land has become almost entirely developed and future population increases are predicted to be relatively minimal, this phenomenon has hopefully abated and will have less effect on the stability of the community between now and 1995.

POPULATION TRENDS AND PROJECTIONS



PERCENT OF POPULATION BY AGE AND SEX – 1969



1969 25,236 1960 23,144

Most residents of Lemon Grove moved there from nearby, 34% from central San Diego and 32% from the Heartland (La Mesa and El Cajon). However, 21% of the 1969 population moved directly to Lemon Grove from outside San Diego County. Another indication of stability is the fact that 66% of Lemon Grove residents own their own homes. In 1969, 57% of Lemon Grove's principal wage earners worked in central San Diego while another 23% worked in the heartland. Of this 80% of the community's principal wage earners, many probably remained on the same job both before and after they moved to Lemon Grove. Commuting to work by private car is thus a way of life in Lemon Grove.

LAND USE CHARACTERISTICS

The life style of Lemon Grove's residents which has made it a bedroom community has had a predictable effect on current patterns of land use, the predominant land use being residential. Lemon Grove's location lends itself to easy commuting to downtown San Diego while, at the same time, provides relatively direct access to open, rural areas to the east.

As of July 1, 1971, 1,480 acres, or 47%, of Lemon Grove's 3,183 acres were devoted to residential uses. Of these 1,480 acres, 1,331 acres, or 42% of the community, is devoted to single family uses. While 42% of the community's land is occupied by single family dwellings, only 13% of the land is zoned at single family densities. On the other hand, 72% of Lemon Grove is zoned for duplexes (R-2 and R-2-A) but only 3%, or 99 acres, is actually devoted to two-family dwellings. While only 2% of the land is devoted to multiple family dwellings, it is expected that this use may become more prevalent in the future.

Since Lemon Grove is not a concentrated commercial-industrial employment center and most of its residents work elsewhere, it is not surprising that only 21, acres or 1%, are devoted to industrial purposes. In this same general category, 20 acres are also devoted to utilities. There is an adequate number of physicians and dentists but a general lack of other types of health and social service facilities in the public sector. There are numerous privately operated nursing and convalescent homes.

Some acreage is devoted to commercial uses; in fact there are 117 acres in this category but this is still only a relatively minor 3.5% of the community's total land area. There are many commercial facilities in neighboring communities which are available to Lemon Grove residents. At the time of the land use inventory in July, 1971, there were 125 acres devoted to agriculture but much of this land has since been withdrawn from that use.

Other land use characteristics are mentioned below as they relate to the various other existing conditions which are the subjects of the following sections.

Schools

The Lemon Grove Elementary School District serves most of the planning area although the La Mesa - Spring Valley Elementary School District maintains the Avondale School in the southeast corner of the planning area. In addition to an education center, the Lemon Grove School District currently maintains six elementary and two junior high schools.

Although the Lemon Grove School District or its predecessors have been in existence since 1893, growth in enrollments was relatively slow and unspectacular until 1940. Between 1940 and 1950 enrollment grew from 320 students to 2,069 while between 1950 and 1960, there was an increase to 4,060. Since then, enrollment has stayed practically the same and in 1970 it was 4,071. It should be noted that changes in school enrollments have closely paralleled population growth.

The Lemon Grove School District anticipates no difficulty in providing facilities to accommodate the enrollment that would be generated by the Plan's projected population of 30,000.

High school students in the Lemon Grove planning area attend either Helix High School in La Mesa, adjacent to the northwest part of the planning area or Mount Miguel High School which is in the southeastern part of the planning area. These two schools are part of the Grossmont Union High School District which includes all of Lemon Grove. There are no plans to build new high schools that would serve Lemon Grove. Since both Helix and Mount Miguel are already overcrowded, it is anticipated that any relief from

overcrowding will have to come primarily through on-site expansion. Valhalla High School, which is scheduled to open in the Fall of 1974, will not serve Lemon Grove directly but may bring some relief by serving areas that would otherwise send their children to Mount Miguel. Similar relief at Helix would be in the more distant future.

Lemon Grove is also served by Grossmont Community College from its campus in the City of El Cajon. A second campus is scheduled to be opened in the Rancho San Diego area near the intersection of Jamacha Road and Willow Glen Road, which will more directly serve Lemon Grove.

Parks & Open Space

Farms, groves, and natural open spaces once fulfilled the active and passive recreational needs of Lemon Grove's citizens. Today those areas have given way to development pressures. Little remains of the rural amenities while only three small parks have been created to fill the void. The Lemon Grove, Vista La Mesa and Glencoe Drive Parks contain a total of only 17-1/2 acres providing less than one per acre per thousand persons; far below the County's suggested minimum standard of five acres per thousand people.

Although many citizens have chosen to make their homes in Lemon Grove partly because of its easy access to more distant open areas, they are aware of their community's deficiency in this amenity and desire to correct the situation.

Community Appearance

The virtual disappearance of natural open space is one of the most striking aspects of the community's appearance.

Even though there is very little natural open space remaining in Lemon Grove, this does not mean that certain parts of the community are lacking in a small town atmosphere. This is partly due to large areas of the community having developed at single family densities even though zoned for duplexes. In the R-2-A Zones especially, there are many single family detached dwellings built on lots large enough for two such dwellings. Since many of these lots are half vacant, a feeling of openness does prevail in certain parts of Lemon Grove.

Although this type of building led to the retention of a certain amount of open space, it unfortunately had rather detrimental effects on other aspects of the community's appearance. Since building in outlying parts of the County, which at one time included Lemon Grove, previously was subject to a minimum of control, considerable residential construction took place on a relatively unplanned, piecemeal basis. As Lemon Grove was out in the country in those early days of development, such urban amenities as curbs, gutters, and sidewalks were not considered necessary, were frequently not required, and are still lacking. Many parts of Lemon Grove were not developed as subdivisions, wherein a certain amount of design and orderliness could have been required but, rather, on the basis of lot splits, which had little, if any, design criteria and very few types of controls.

This approach also led to a lack of controls over the construction and widening of streets. Local streets of very narrow width were allowed and very few setbacks were ever required, the result being that these streets are now overtaxed and it would be very difficult to widen them. An alarming number are not even adequately paved. A County master plan of streets and highways did exist before 1967, unfortunately many streets of a width inadequate to the use were designated as major and collector roads. These designated useages, coupled with a previous lack of on-site parking controls, have greatly aggravated present day circulation problems.

Commercial and Industrial development also reflect a lack of orderly planning. Most of Lemon Grove's commercial activity is strung out along Broadway from the western to the eastern edges of the planning area. Many commercial operations are conducted on very small lots that leave little room for expansion, beautification or on-site parking.

In many parts of the community, incompatible land uses can be found mixed together.

Since most of these conditions were allowed to develop while the community was strictly zoned, it has become obvious that something more in the way of control is needed. This Community Plan is presented as a guide to future development and, hopefully, redevelopment of those blighted areas whose rehabilitation will soon be demanded by both economic and aesthetic considerations.

Parking

The community's parking problems, caused largely by a lack of effective development controls and changing traffic patterns have been described above. The problem exists in residential and commercial areas as well as on through streets.

According to the 1969 census, there were over 8,000 motor vehicles in Lemon Grove and the number has no doubt increased. In 1969 over half (51%) of the households had either two or three motor vehicles. In view of the limited off street parking space in many areas, the narrow streets themselves are being used for both overnight parking as well as longer term storage for less frequently used vehicles. The parking situation is a noticeable adverse factor in the overall appearance of many residential neighborhoods.

There are similar parking problems in commercial areas, especially in the strip commercial areas which cover most of Broadway. This is caused by inappropriate setback requirements which were in force at the time that most of the commercial outlets along Broadway were built.

Circulation

State Route 94 has a major impact on circulation in Lemon Grove because it is the community's main access to the rural and urban amenities that it is the goal of the citizens to preserve. However, this eight-lane, limited-access, divided freeway which runs east and west close to the community's northerly boundary also has the effect of isolating that relatively small part of the planning area that lies north of the freeway. Overcrowding on this freeway is fairly common during morning and evening rush hours.

Lemon Grove has a fairly complete network of both east-west and north-south roads, which are being used for major and collector streets. However, many of these are already taxed to capacity because they are being forced to carry heavy traffic the origin and destination of which is outside the planning area. In addition, the traffic noise, grime, and air pollutions are gradually degrading wholly residential neighborhoods. Similar problems exist on local streets many of which were never dedicated and have never been maintained at County standards.

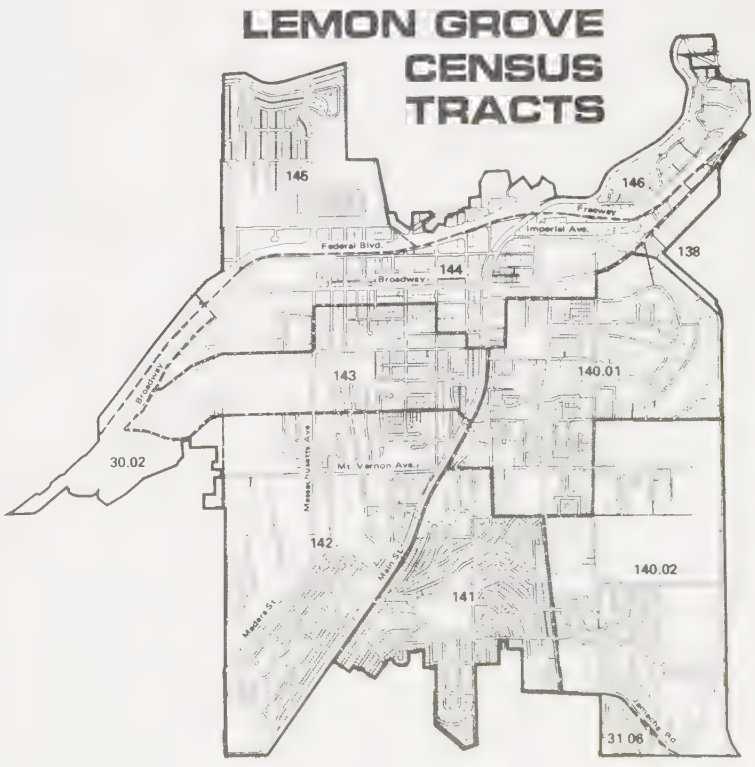
There is bus service between Lemon Grove and San Diego. Although the fare is reasonable, this type of transportation is quite time consuming because of inadequate schedules and frequent stops and cannot be considered as an available mass transit alternative.

EMPLOYMENT

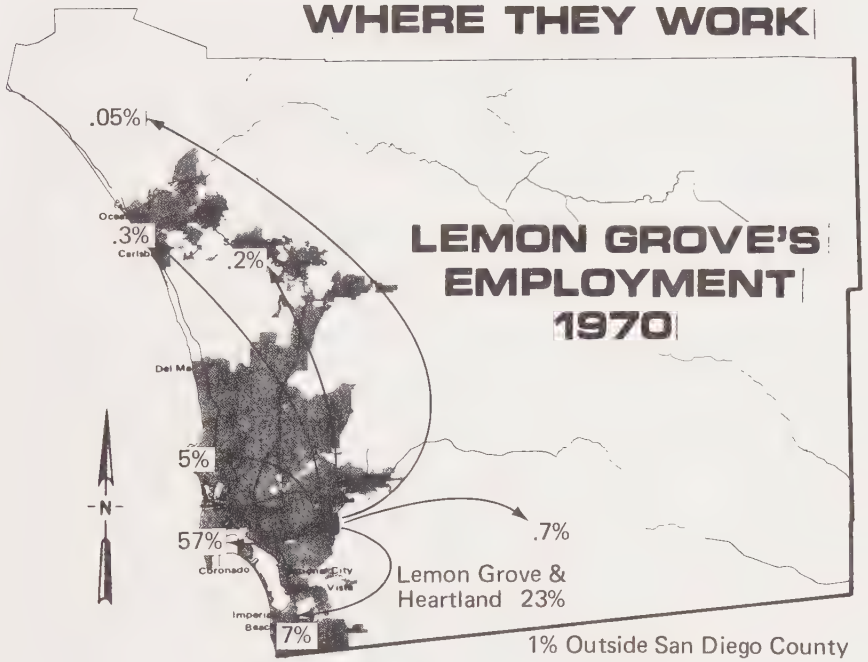
As stated above, most Lemon Grove residents commute to work outside the planning area. This pattern is expected to continue and Lemon Grove is not expected to become a concentrated commercial-industrial employment center.

At the time of the 1969 census, 23% of the community's principal wage earners were in the category of Craftsman while another 8% were in the category of Operative. At the same time, 12% of Lemon Grove's principal wage earners are categorized as Professionals. It is anticipated that most of the wage earners in these classifications will continue to find their means of livelihood outside Lemon Grove.

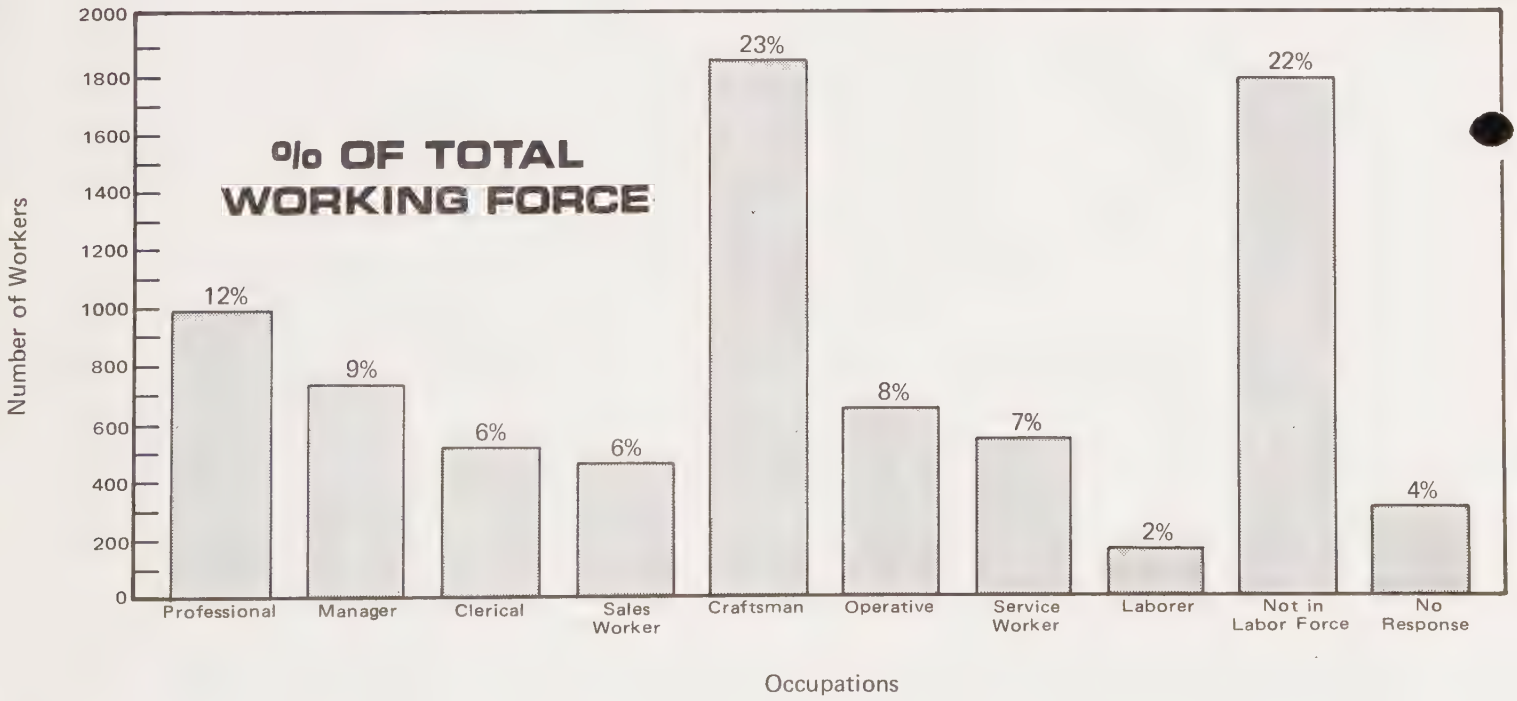
On the other hand, the 6% that find themselves in the Sales Worker category and the 7% in the Service Worker category may find modest increases in employment opportunities closer to home.



WHERE THEY WORK



AND WHAT THEY DO



INCOME

The types of occupations that the residents of Lemon Grove pursue are reflected in the fact that 20% of the community's households had a total income between $9,000 and $11,999 in 1969.

Since the demand for housing is, in turn, a function of income, it is not surprising that the median value of a Lemon Grove house in 1970 was $18,500. This relationship between employment, income, and the demand for housing is expected to be maintained throughout the planning period.

Although most Lemon Grove citizens enjoy an average income and an average standard of living, there are extremes of wealth and poverty within the community. According to the 1970 census, 6% of the families had incomes over $15,000. Of this group, 1,256 families were between $15,000 and $24,999, and 218 families had incomes over $25,000. At the other extreme 2% of the families had incomes less than $3,000, including 285 families between $1,000 and $3,000 and 86 families under $1,000.

As of October 1973, according to the San Diego County Welfare Department, there were 829 families and unrelated individuals, or 6% of the population, receiving welfare cash grants. (See attached table.)

The effect of these economic conditions on land use and the demand for public facilities is discussed later.

WEALTH AND POVERTY 1970

	WEALTH
6%	of families had incomes over $15,000
1,256	families had incomes from $15,000 - $24,999
219	families had incomes of over $25,000
	POVERTY
2%	of families had incomes under $3,000
86	families had incomes of under $1,000
285	families had incomes from $1,000 - $2,999

WELFARE CASES OCTOBER 1973

361	persons - old age security
11	persons - Aid to the Blind
300	families - Aid to Dependent Children
51	children - In boarding homes & institutions
206	persons - Aid to Totally Disabled
829	Total cases under 5 major welfare categories
6%	of total population

TOTAL INCOME BY HOUSEHOLD –1969

Tract	Under $1,000	$1,000 2,999	$3,000 4,999	$5,000 6,999	$7,000 8,999	$ 9,000 11,999	$12,000 14,999	$15,000 24,999	Over $25,000	No Response	Total
30.02	2	3	6	7	9	12	8	7	1	15	70
31.06	1	2	4	13	20	28	15	5	1	11	100
140.01	14	70	77	120	202	246	135	82	21	206	1,173
140.02	16	23	61	67	124	198	88	63	8	100	748
141.00	14	65	70	112	173	247	138	88	13	164	1,084
142.00	13	68	98	145	201	342	229	106	18	317	1,537
143.00	19	85	80	89	133	149	82	33	7	282	959
144.00	35	238	105	102	113	130	54	20	6	277	1,080
145.00	7	65	78	125	149	186	110	77	13	296	1,106
146.00	6	33	17	19	39	36	27	17	3	10	207
Total	127	652	596	799	1,163	1,574	886	498	91	1,678	8,084
Percent of Total	2%	8%	7%	10%	14%	20%	11%	6%	1%	21%	100%

Chapter 3
Lemon Grove Goals

DEFINITION & INTENT OF GOALS

A goal is a purpose or ultimate end towards which effort is directed. It represents a value to be sought which is general and timeless.

The goals which follow reflect a thoughtful analysis of the Lemon Grove area and are a statement by the citizens and the Board of Supervisors as to the kind of total living environment that should be achieved. These goals are not a plan, they are not regulations, nor do they substitute for detailed study of current problems. They are intended to give direction to detailed planning studies which will result in definitive methods, programs, and recommendations for reaching these goals to the greatest extent possible.

It is recognized that legal and economic limitations that presently exist may hinder the complete attainment of these goals. The fact that the goals may not be completely achieved should in no way hinder every effort to achieve them to the greatest extent possible.

OVERALL GOALS

1. Provide an environment in Lemon Grove which is conducive to a high quality of life for an optimum population of approximately 30,000 people.

2. Preserve and enhance Lemon Grove's identity as a distinctive community.

3. Maintain a stable, permanent population with a high degree of home ownership.

4. Insure a desirable, healthful, and comfortable natural environment with urban and rural amenities.

5. Create equality of opportunity for personal development and for participation in all phases of community life —— economic, social, and political.

On April 4, 1973, the County Board of Supervisors officially approved the Lemon Grove Goals and directed the Planning Department and Planning Commission to use these goals as guidelines in the processing of applications for rezonings, tentative maps, special use permits, and private development plans until such time as this plan is completed and adopted for the Lemon Grove area.

RESIDENTIAL GOALS

General Goal

Provide a residential environment which contributes to the quality of life in Lemon Grove.

Goals

1. Provide a variety of housing styles and types to serve residents in all economic circumstances.

2. Maintain a balanced community by encouraging not more than 20% of the population in multiple dwellings.

3. Decrease internal traffic by locating multiple dwellings near freeways and commercial areas.

4. Minimize the visual and environmental impact of grading, cuts, and fills.

5. Encourage low density mobilehome parks with a high standard of amenities.

6. Encourage use of cluster housing and other innovative housing designs which provide useable open space and minimize road and utility costs.

7. Discourage the creation of "islands" of useable land without adequate access or which would be difficult to develop in harmony with their surroundings.

8. Protect residential areas from incompatible activities which create heavy traffic, noise, odors, dust, and unsightly views.

PARKS & RECREATION GOALS

General Goal

Enhance the well-being of Lemon Grove residents by providing opportunities for recreational, cultural, and leisure-time activities.

Goals

1. Provide sufficient facilities to meet Lemon Grove's present and future recreational needs.

2. Maintain a high level of recreation programs and services appropriate to the community to obtain maximum benefit from parks and recreation facilities.

3. Encourage the establishment of neighborhood parks, mini-parks, or playlots within convenient walking distances for all residents, especially the very small children and senior citizens.

4. Provide sufficient park areas for large group activities, meetings, and for other recreational activities which are not suitable for small neighborhood parks.

5. Encourage the use of schools and other public facilities for recreation. Develop and operate parks in conjunction with schools wherever possible.

6. Include facilities for a full range of recreation and leisure activities in the local parks, such as green areas, playlots, areas for senior citizens, cultural center, meeting rooms, swimming pool, and historical museum.

7. Promote community involvement in planning and operation of recreation facilities and programs.

8. Encourage acquisition of park sites in advance to insure adequate size and location at reasonable cost.

9. Park acquisition should have a higher priority than park development.

10. Increase community support of the Lemon Grove Youth Center.

11. Encourage the establishment of green areas, cycling routes, and bridle and walking trails.

EDUCATION GOALS

General Goal

Provide maximum educational opportunities for each Lemon Grove resident.

Goals

1. Increase educational opportunities for adults (as well as younger students) for both career training and life-enrichment.

2. Encourage increased community and student participation in educational programs and policy making.

3. Utilize school facilities to the fullest extent possible.

4. Acquire school sites early to insure proper location and adequate size.

5. Provide the students with safe and direct access to all schools.

6. Locate and maintain schools free of disturbances such as heavy traffic or incompatible land uses.

7. Emphasize ecology and conservation in the local school curricula.

PUBLIC SERVICES & FACILITIES GOALS

General Goal

Provide effective and efficient public services to Lemon Grove.

Goals

1. Encourage the undergrounding of all utility lines.

2. Improve street lighting throughout the community. Lighting should be non-glaring and compatible with the character of each neighborhood.

3. Maintain adequate trash collection service.

4. Provide high quality library service with libraries readily accessible and able to expand.

5. Support a high level of police and fire protection services.

6. Minimize the cost to the taxpayer of the capital improvements required to serve new development.

7. Create more effective means for community participation in planning and policy-making by local agencies.

8. Maximize the efficiency and effectiveness of local government agencies serving Lemon Grove.

9. Encourage new commercial and residential development to pay an equitable share of the capital improvements required to serve these developments, including parks, schools, etc.

COMMERCIAL GOALS

General Goal

Provide for distinctive and viable commercial areas which improve the character of the community.

Goals

1. Maintain a proper balance between the acreage of commercial and industrial uses and the population of the community.

2. Discourage the patchwork and scattered development of businesses which are incompatible with their surroundings.

3. Protect commercial and industrial areas from encroachment by incompatible land uses.

4. Limit businesses to clean, non-polluting operations.

5. Provide adequate off-street parking for customers and employees of all businesses.

6. Encourage clean-up, landscaping, beautification, utility undergrounding, and additional parking in existing commercial areas.

7. Provide neighborhood shopping centers for the convenience of nearby residents. Locate them so they are easily and safely accessible by pedestrian and bicycle traffic as well as by car.

8. Upgrade commercial and industrial areas by frequent street sweeping, trash collection, and other appropriate means.

9. Create architecturally controlled business district.

10. Encourage high level performance standards for commercial and industrial uses with regards to noise, emissions, traffic, etc.

HEALTH & SOCIAL SERVICES GOALS

General Goal

Assuring the continued health and well-being of every person within Lemon Grove is of vital concern to the community. All necessary health, emergency, and social services should be adequate to serve the population and available to all persons without prejudice as to race, creed, color, sex, or economic circumstance.

Goals

1. Provide an optimal level of health and hospital services.

2. Provide adequate ambulance and emergency medical services.

3. Make health and social service agencies more accessible to Lemon Grove residents.

4. Support enforcement of state and local standards for health and social services and facilities, including nursing homes and day care centers.

5. Promote the establishment of a multi-agency community service providing health and social services needed by Lemon Grove residents. The following services should be included:

   Primary health clinic
   Comprehensive home health care program
   Mental health center
   Family counseling center

6. Encourage the establishment of at least three licensed day care centers and at least two infant care centers by 1975.

7. Examine the need for emergency medical and general hospital facilities with other health planning organizations.

TRANSPORTATION GOALS

General Goal

Establish a diversified, balanced transportation system which includes mass transit services, pedestrian and bicycle ways, roads, and aviation services.

Goals

1. Encourage establishment of some form of mass rapid transit to serve Lemon Grove and encourage use of all transit services.

2. Minimize the use of streets for parking.

3. Support the use of helicopter or vertical take-off and landing aircraft to serve Lemon Grove.

4. Establish bicycle routes to facilitate travel by bicycle and to promote bicycle safety.

5. Use single names to designate streets with continuous rights-of-way within planning area.

6. Provide adequate street lighting for increased vehicular and pedestrian safety. Upgrade lighting standards to insure that lighting does not glare and is compatible with the character of the neighborhood.

7. Promote traffic safety by reviewing speed limits regularly, designing streets to minimize conflicting traffic movements (such as turning, curb parking, uncontrolled access, and frequent stops); and other appropriate means.

8. Discourage use of streets in Lemon Grove as major thoroughfares carrying through traffic whose origin or destination is out of the planning area. Minimize the impact on Lemon Grove of the through traffic which is unavoidable.

9. Locate major roads and prime arterials where they will bypass rather than divide neighborhoods.

10. Minimize the need for dependence on private motor vehicles.

11. Design and build attractive pedestrian overpasses and centralized parking facilities wherever appropriate.

12. Minimize private driveway access onto both major and residential collector streets.

13. Encourage roadside and median landscaping. Include landscaping as an integral part of road construction and improvement projects.

14. Encourage installation of sidewalks or other pedestrian ways along all streets.

15. Enhance community identity by using distinctive street name signs within Lemon Grove.

16. Increase off-street parking requirements for residences to accommodate residents and visitors, and for businesses to accommodate customers and employees.

17. Minimize the adverse effects of freeways by providing adequate vehicular and pedestrian underpasses and overpasses.

ENVIRONMENTAL IMPACT GOALS

General Goal

Enhance Lemon Grove's natural environment for comfortable rural-suburban living.

Goals

1. Encourage types of building and land uses which minimize water pollution, air pollution, fire hazard, soil erosion, silting, earth slide damage, flooding, and severe hillside cutting and scarring.

2. Minimize the need for artificial drainage structures. Encourage use of flood waters for ground water replenishment instead of draining to the sea. Discourage land fill or construction of permanent structures in flood hazard areas which would hinder their use as natural watercourses.

3. Protect ground water supplies from pollution and depletion.

4. Encourage recycling and reclamation of waste materials.

5. Minimize visual pollution by creating sign standards pertaining to the location, size, lighting, and character of signs.

6. Buffer freeways and major thoroughfares with earth barriers, trees, shrubs, and other means to protect adjacent areas from light, noise, and air pollution. Utilize these buffer zones for non-motorized transportation where possible.

7. Establish and enforce stricter controls on noise, visual and air pollution, and odors.

8. Encourage the landscaping of railroad, power, and other major utility rights-of-way.

9. Enhance Lemon Grove's beauty and community identity by planting trees along all streets.

10. Preserve a sense of spaciousness and a rural-suburban atmosphere.

11. Encourage the County to establish an arboretum or tree bank to furnish trees for use along streets and in parks and public facilities.

12. Prevent unsightly accumulations of rubbish and weeds. Encourage demolition or repair of deteriorated or unsightly buildings.

13. Take steps to meet state and regional standards to control air and water pollution.

14. Create mechanisms for evaluating environmental effects of proposed actions and development within the planning area.

Chapter 4
Elements of the Plan

LAND USE ELEMENT

There are a number of alternative land use plans any one of which could have helped the citizens of Lemon Grove accomplish their community goals, (see reprint of Goals on page 47). However, the Executive Board of the Lemon Grove Planning Association and its various committees, in examining various Plan alternatives, considered not only the goals but also the results of all the research and expert information on the past, present, and future of their community that had been made available to them.

One of the community's overall goals calls for a population of 30,000. Since the need for transportation and public facilities is directly related to population, alternative locations for various land uses were examined in depth prior to the selection of this recommended plan.

Of the 3,183 acres in the Lemon Grove Community Plan Study Area, 1,750 acres are planned for residential uses, 206 acres for commercial uses, 92 acres for industrial uses, and 14 acres for agriculture. The remaining acreage is planned for open space, parks, public facilities, streets, freeways, and railroads.

The approximate population that could be accommodated by this set of land uses is 30,567. It is thus in harmony with the community's overall population goal. The Plan's relationship to other community goals is explained in the following sections on plan elements.

Residential

Low Density Residential

As stated above, 1,750 of Lemon Grove's 3,183 acres, or approximately 54%, are designated for residential uses on the Plan Map. Of these 1,750 acres, 1,550, or 88%, are designated as Low Density Residential. At the present time, 1,331 acres, or 89% of the 1,480 acres currently devoted to residential uses, are developed at low residential densities. The Plan Map is therefore designed to carry out the adopted community goal of preserving and enhancing Lemon Grove's identity as a distinctive residential community.

This Low Density Residential category allows up to five (5) dwelling units per gross acre limited to single family detached houses, basically in traditional small lot subdivisions with minimum lot sizes of 6,000 to 10,000 square feet. In this category there would also be the option of developing low-density "Planned Residential Developments."

Low Planned Residential Development

The Low Density Planned Residential Development category would also allow up to five (5) dwelling units per gross acre. In addition to single family detached houses on very small lots, this designation also permits townhouses, cluster

housing, and garden apartments as long as each development provides compensating open space that will maintain the overall density at five dwelling units per gross acre. Since there are no minimum lot sizes in this category, developers will be required to make suitable provision for preservation of watercourses, wooded areas, rough terrain, and similar natural features with a design that harmoniously relates such natural features to their surroundings and avoids severe grading.

The thirty (30) acres designated for this category were selected principally because of their topographic features. The Planned Residential Development concept is included to help achieve the goals of minimizing the visual impact of grading, of providing usable open space, and of minimizing road and utilities costs.

Medium Density Residential

This category also provides for single family detached dwellings but, in addition, allows duplexes at overall densities of up to eight (8) dwelling units per gross acre.

There are 40 acres designated in this category on the Plan Map many of which are already committed to this type of development.

Development may also take place in this category under the Planned Residential Development option but such development may not exceed eight (8) dwelling units per gross acre.

Mobilehome Parks

The Lemon Grove goals encourage low density mobilehome parks if they provide high standards of amenities. The Community Plan does allow up to approximately 1% of the plan area for mobile home parks at densities of up to eight (8) units per acre, but does not specify their exact locations on the map. In order to avoid conflict with the goals, they may be allowed in either the Low Density or the Medium Density residential land use categories but not in the Low PRD category. The types of mobile home parks that are encouraged by this Plan will not conflict with the density limitations on conventional residences outlined in the descriptions of the Low Density Residential designation above.

Medium Planned Residential Development

This designation is generally similar to "Low Density Planned Residential Development" with the exception of the allowable number of dwelling units per gross acre, which is twelve instead of five. This higher density designation is intended for areas where such amenities and facilities as shopping, major street access, and sewer and water are either already available or can be economically provided. Because of the greater densities, height is limited to two (2) stories.

Single family detached dwellings, as permitted in the Low Density category, are also permitted in this category but only at a maximum of five (5) dwelling units per gross acre. However, land with unique historical, topographical, or ecological characteristics would retain a mandatory planned residential development approach in order to preserve such important amenities. Mobile home parks are specifically prohibited.

At the present time only six (6) acres are designated Medium Density Planned Residential Development on the Map and they are already developed in that manner.

High Density Residential Area

This category provides for duplexes, triplexes, fourplexes, row houses, and garden apartments up to a maximum of twenty-five (25) dwelling units per gross acre. This is the apartment house density wherein such structures are limited to one or two stories.

At present, there are only thirty-seven (37) acres in Lemon Grove devoted to dwellings of three or four families or more. The Plan designates 90 acres for such uses in accordance with the community goals of maintaining a balanced community by encouraging not more than 20% of the population in multiple dwellings and of decreasing internal traffic by locating multiple dwellings near freeways and commercial areas. The 90 designated acres are so located that they will accommodate a population of 5,175 persons, or a little less than 20% of the projected population of 30,000.

Commercial

The commercial land use designations in the Lemon Grove Community Plan are intended to help the community achieve its commercial goals, and to serve the community's own commercial needs in the most convenient manner to the greatest number of residents. The Plan shows four types of commercial activities: Downtown District; Professional-office; Highway Commercial; and Neighborhood Convenience Centers. The Plan proposes 206 acres for these purposes as opposed to 117 acres currently being put to such uses.

However, there are recognized types of commercial or quasi-commercial uses that would not be expected ordinarily to locate in commercially designated areas. Examples are rest homes, small convalescent hospitals, child care centers, medical laboratories, beauty shops, photographers' studios, and other small businesses generally compatible with residential uses. Specific locations for such uses are not designated on the Plan as each proposed use and its proposed location should be considered separately on its own merits. In all cases, such uses in non-commercial areas should be screened to protect adjacent properties.

Neither are regional shopping centers shown on the Plan Map since none will be needed because of existing or contemplated regional facilities in close proximity to the planning area. One such facility, the College Grove Shopping Center, is already in existence on the north side of State Route 94 in a location where this freeway actually forms part of Lemon Grove's western boundary with the City of San Diego. In addition, the County General Plan shows a number of commercial areas of regional significance to the southwest, south, and southeast of the planning area, the latter being near the intersection of Sweetwater and Jamacha Roads.

As in the case of all the land use designations in the Lemon Grove Plan, commercial uses are located on the Map so as to minimize or avoid incompatibility or conflict with other types of land uses.

Downtown District

Uses in this category include the customary downtown facilities for comparison, convenience, and personal shopping and space for business and professional offices. The district will provide adequate parking, safe and easy pedestrian access, and coordinated physical appearance including landscaping. It is intended that signs be related only to services or products available on the property and that all uses be in enclosed buildings.

There is only one downtown district designation on the plan map to delineate the core area, and it consists of 54 acres in the area centered around the intersections of Broadway, Imperial Avenue, and Main Street extending from Buena Vista Avenue on the west, and Lemon Avenue, North Avenue and Lester Avenue along the north to Grove Street, Kempf Street and School Lane along the east and Lincoln Street and Central Avenue along the south. It is intended that this commercial complex become the central business and financial district of the community and provide an identifiable landmark for Lemon Grove.

Professional - Office

This category designates an area considered the most suitable for business and professional offices. It is a seven-acre parcel located within the Broadway Corridor at the extreme eastern edge of the planning area. It is outside the Downtown District but is still accessible by a variety of transportation modes and is within walking distance of restaurants and shopping facilities. This balance will create a varied and stimulating environment for both employees and customers alike.

Highway Commercial

This designation is meant to supply highway oriented commercial services for motorists while serving the local community at the same time. Areas within this designation would contain facilities such as gas stations, auto sales, service, and supplies, restaurants, and commercial recreation. These facilities must provide adequate parking, attractive buffering and screening, and proper access control so as not to impair the smooth flow of traffic.

A relatively large amount of land is designated for this purpose, 97 acres in all. Most of it is in the Broadway Corridor and all of it is close to State Route 94, being just south of this freeway from the western to the eastern edges of the planning area. The eastern most designation is near the proposed interchange between existing east-west State Route 94 and the proposed north-south State Route 125.

Neighborhood Convenience Centers

This category provides space for markets, drug stores, and personal service facilities on sites between five and ten acres in size which are customarily located very near the residential areas they serve.

For this reason, the 48 acres designated for this use are strategically located on the Plan in a manner designed to achieve maximum convenience and to be easily and safely accessible. Their locations are also aimed at discouraging patchwork and scattered commercial development.

Industrial

The fact that Lemon Grove is expected to remain largely a residential community throughout the planning period from which the population commutes to and from work locations outside the community is particularly reflected in the fact that such a relatively small percentage of the land is designated for industrial purposes (92 acres or 3%). On the other hand, only 21 acres are currently being used for industrial purposes and only 58 acres are currently so zoned. The Plan's increased allocation of land for industry can be seen as a step towards greater diversity. Specifically, the community's goals call for protecting industrial areas from encroachment by incompatible uses, limiting new industry to clean, non-polluting operations, and upgrading existing industrial areas.

These goals are to be accomplished through the following two industrial categories.

Light Industrial

This category, to which 69 acres are assigned, is considered suitable for industries that can be classified as research and development, wholesaling, certain types of warehousing, and other light industries which have no noxious emissions of smoke, fumes, odors, noise, vibrations, or water pollution.

The acres consigned to this category largely coincide with existing uses and existing zoning. Residential uses are specifically to be prohibited.

Medium Industrial

As in the light industrial category, uses in this category are also restricted to clean, non-polluting types of industry. However, these medium industrial uses may be less compatible with adjacent uses because of potentially higher levels of noise and unsightliness and should therefore be screened and separated in order to protect the surrounding community. Examples are auto body repair facilities, trucking, and construction and contracting.

The 23 acres designated as Medium Industrial form a long finger of land along Federal Boulevard on the planning area's western boundary with the City of San Diego. Such uses already exist in the area, both in the community planning area and in the city. In fact, the City of San Diego has stated that the industrial designations proposed along Federal Boulevard conform with the light industry land use as recommended in the adopted Southeast San Diego Community Plan.

Light Agriculture

This is a unique land use designation in Lemon Grove covering one 14 acre parcel which is currently used as a combined dairy farm, retail dairy outlet. Other nursery and agriculture uses are scattered on smaller plots throughout the plan area. This designation is expected to contribute to the community's adopted goal of preserving a sense of spaciousness and a rural suburban atmosphere.

Broadway Special Study Corridor

The Broadway Corridor was selected for a special study as a part of the total planning effort due to the vast difference in land use characteristics from the remainder of the planning area. The corridor area contains approximately 300 gross acres (including streets) and encompasses the area bordered by State Highway 94 on the north, College Avenue on the west, Pacific and Golden Avenues on the south, and just east of Sweetwater Road on the east.

THE WAY IT IS . . .

THE WAY IT CAN BE.

Existing zoning at the time of committee review totaled approximately 220 acres of Commercial zoning, 40 acres zoned for industry, and 50 acres zoned for residential purposes. The population within the corridor totals approximately 1,600 persons housed in 730 dwelling units. The breakdown on dwelling units was 744 single family, 441 multi-family, and 404 persons housed in mobilehomes.

Three alternative land use plans were prepared for committee review after a field land use survey by staff. The three alternative plans were varied to allow maximum selection by the citizens. The committee, after reviewing census statistics; inventories of existing conditions; and photographs of the corridor, selected a plan that was then submitted to all concerned property owners for ratification.

The plan selected by the committee stressed a strong emphasis on highway oriented commercial uses along Broadway from College Avenue to Buena Vista and from Kempf to Sweetwater Road. The downtown commercial core was identified as the areas extending from North Street to Lincoln Street and from Buena Vista to Kempf. A light industrial area was selected located between Highway 94 and Lemon Grove and Lester Avenues and extending from just west of Waite Avenue on the west to Grove Street on the east including the area presently occupied by a drive-in theatre.

High density apartment uses are to be encouraged in the area north of Broadway between Vista and Waite Streets and between Washington Street and Sweetwater Road.

The Committee also identified community entrance points such as College Avenue and Broadway; Massachusetts and Highway 94; Lemon Grove Avenue and Highway 94; and Broadway and Sweetwater Road for special treatment. The special treatment of entrance points is intended to create an awareness on the motoring public that they are entering Lemon Grove and may consist of landscaping, sign control or a diversion or change in the pattern of paving in addition to other strong visual elements.

OPEN SPACE & RECREATION ELEMENT

The Open Space and Recreation element of the Lemon Grove Community Plan was recognized at the inception of the program as being an area where prompt action had to be taken if dwindling open spaces were to be preserved and parks acquired and developed at a reasonable cost.

Parks

The Parks and Recreation Subcommittee enthusiasticly accepted that challenge. Hundreds of man hours were spent in writing a set of goals which would guide the preparation of this element. Having determined that a highly developed community such as Lemon Grove could not reasonably expect to acquire the maximum amount of parks acreage, the committee set out to provide a minimum of five acres for every 1,000 persons living in the community.

Planning for 30,000 people, 150 acres of parks would then be needed to serve the community. Part of this acreage is proposed for neighborhood parks ranging from 5 to 10 acres each, with the remaining acreage devoted to smaller mini-parks. Neighborhood parks are envisioned as providing a variety of recreational services suitable for all age groups while mini-parks may have a more limited purpose due to size as well as natural and historic amenities.

In all cases, however, the surrounding neighbors (parks are located so that every citizen is within 1/4 of a mile) will have a voice in the design of the parks and the types of services offered. Citizen participation is essential to the success of the Lemon Grove park development program and the opportunity for increased involvement will prevail as the newly formed County Service Area begins to acquire and develop the parks which have been selected by the citizens' planning association (see Park Priority Sites).

In addition to the eight neighborhood parks, eleven mini-parks are scattered throughout the plan balancing the park system. Determining factors for selecting these locations include the

site's proximity to specialized populations (senior citizens and preschool children); unique natural and historical amenities, adjacency to trails, and an even distribution of sites in order to minimize the crossing of major streets. The development of these parks will vary according to location and natural features with each providing its own special activity from tot lots and senior citizen activities to natural open spaces and rest stops.

Open Space

No greater task faces the citizens of Lemon Grove than the preservation of their diminishing natural open spaces. Strangely enough, Lemon Grove's haphazard development has in one way had a beneficial influence. Long lots enclosing large pockets of open land exist throughout the community. Duplex-type development would eliminate many of these areas. The Community Plan, however, indicates that the community will continue to develop at the single family density thereby encouraging this existing sense of spaciousness. The plan also designates specific areas for planned residential development (PRD), with the intent of clustering housing in order to preserve steep slopes and other open, natural amenities. The same concept of clustering to preserve open space is encouraged in commercial and industrial designations. Agriculture, which has been the corner stone of Lemon Grove's history, still exists in scattered locations. The citizens of Lemon Grove are determined to share this heritage with future generations by encouraging its preservation. These areas will then provide a visual open space to a community which is aware of the need for a rural break in a predominantly urban landscape.

The plan has also selected natural open space areas as sites for parks and mini-parks. In several cases, these parks will be set aside solely for the passive enjoyment of their natural landscapes. The riding and hiking trail system, as well as highway and railroad rights-of-way and interchanges, will be landscaped so as to provide strips of green open space throughout the planning area.

Riding & Hiking Trails

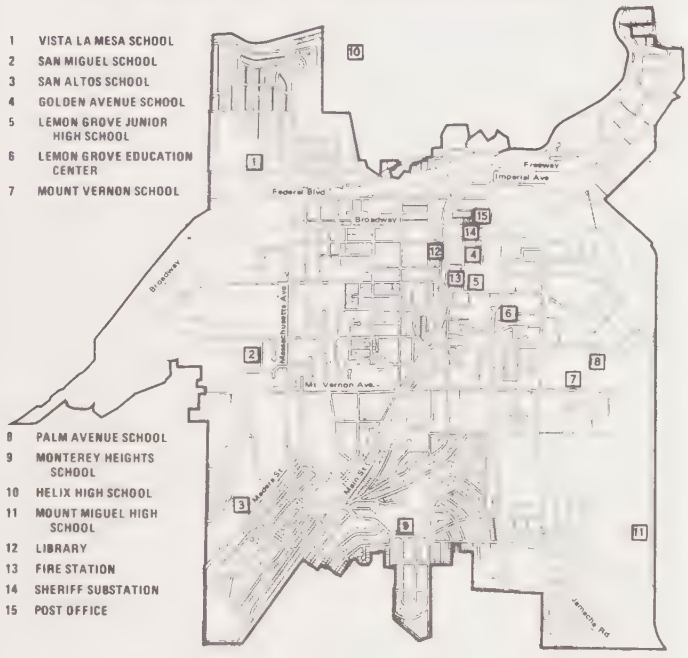
Planning a system of trails is essential to a community plan which calls for a diversified transportation system. By 1995 a resident of Lemon Grove will be able to journey throughout his community and to surrounding areas on safe, visually pleasing trails designed for non-motorized travel. Hiking, bicycling and even horseback riding have been taken into account in preparing the Lemon Grove Community Plan. Surveys were circulated throughout the community and the results were mapped in an effort to determine those routes most often used by cyclists. This information, combined with proposed county-wide riding and hiking trails, was reviewed in relation to those locations throughout the area which would be most often visited. Parks, including Chollas Regional Park, schools and shopping areas were considered of primary importance and were connected to the trail system. These trails in most cases follow existing streets which may produce a short range conflict. By 1995, however, with a hopefully decreased use of the personal automobile, and properly designed separations, these trails will provide an enjoyable and realistic alternative form of movement throughout the plan area.

PUBLIC FACILITIES ELEMENT

The continued expansion and improvement of public utilities and facilities should be proportionate to the growth of population and the community's fiscal capacity.

Standards for the provision of such public facilities have been agreed upon through the cooperation of the County Planning Department, the Lemon Grove Planning Association, and the various special service districts, County agencies, and private utilities responsible for each facility and service. Recognized state-wide and nation-wide standards have been studied and adopted to suit local conditions. These modified standards, as well as the desires of the citizens, have provided the basis for the public facility locations and designs contained in this Plan.

PUBLIC FACILITIES



Schools

The Lemon Grove Elementary School District has indicated that with only moderate new residential construction, existing schools should be able to absorb a possible increase in enrollments, but major residential construction or high density residential construction would require either additions to present facilities or construction of new schools, or both. However, at the present time, all the elementary and junior high schools shown on the Plan Map are actually in existence and no new sites are either owned or under consideration for acquisition. The eight school buildings in the Lemon Grove School District are modern and meet all requirements of State law.

As stated earlier, the 1970 elementary school enrollment was 4,071 which actually represented a decrease over the previous two years. At the present time, there are more students in the 8th grade than in kindergarten.

The 1970 ratio of elementary school students to total population was about 15%. Since the projected 1995 population of Lemon Grove is 30,000, this would indicate a maximum increase of about 600 new elementary school students to be accommodated by existing schools. However, as indicated previously, school enrollments are declining and this decline is expected to continue throughout the planning period. Between 1960 and 1970, the percentage of the population in the age 5 - 19 category remained constant at 30% but the percentage under age 5 fell from 12% to 8%.

According to the Lemon Grove school authorities, present total capacity is 4,400 students or 329 more than the 1970 enrollment. At a ratio of 8%, the projected population increase would produce approximately 320 additional students and these could be accommodated by existing facilities.

As an innovative method of handling increased enrollments, the Lemon Grove School District is considering the "45-15 Plan" which would mean 45 days in school and 15 days off, on a year-round basis. It is believed that such a plan could accommodate any given number of students with considerably fewer physical facilities. It would also help achieve the community goal of utilizing school facilities to the fullest extent possible.

The locations of all existing schools are not in harmony with the community goal of providing students with safe and direct access to all schools and requires further attention.

There is only one high school site shown on the Plan Map, the existing Mount Miguel High School in the southeastern part of the planning area. The other high school that serves Lemon Grove, Helix High, is in the City of La Mesa northeast of the planning area and is thus not shown on the map. Both these high schools are currently overcrowded with Mount Miguel already on double sessions. Since relief from overcrowding will have to come primarily through on-site expansion, the Grossmont Union High School District has suggested joint powers agreements between the school district and the County as a possible method of accomplishing specific projects aimed at relieving overcrowding at these two schools.

The average high school enrollment is considered to be approximately 8% of the population. Based on this percentage, the projected 1995 population should produce another 320 high school students to be accommodated by the two existing secondary institutions.

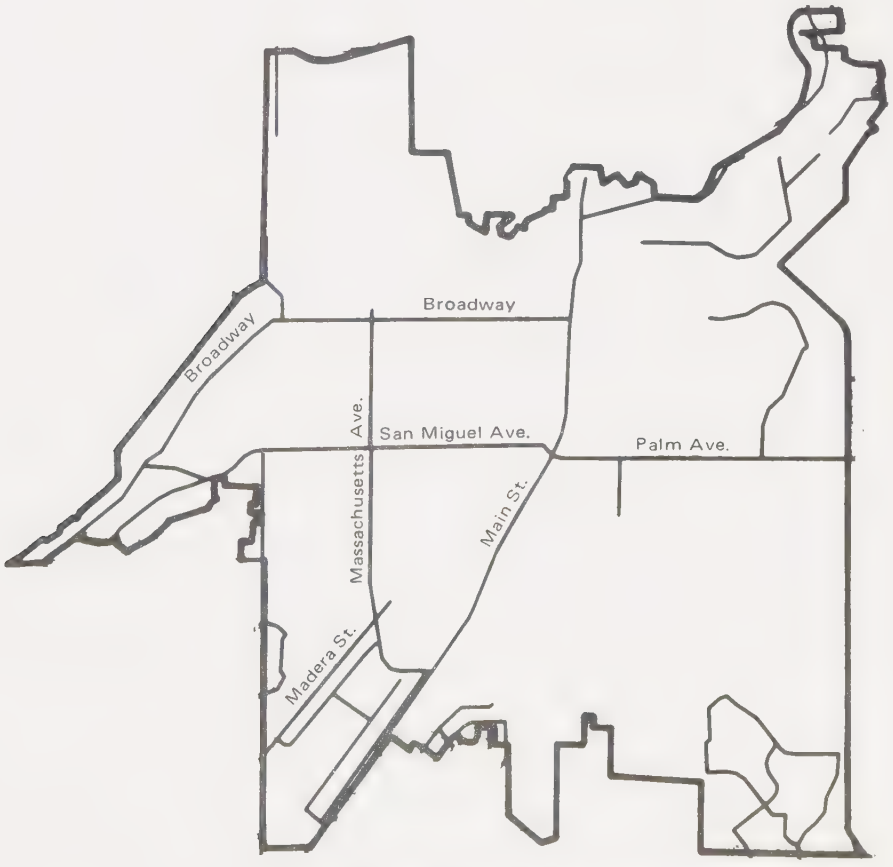
In addition to the primary and secondary educational facilities serving the Lemon Grove Planning Area, Grossmont Community College provides junior college educational opportunities at its El Cajon Campus. Adequate service is currently being provided by Grossmont Community College and it is anticipated with the opening of its proposed Rancho San Diego campus that it will fill the need through 1995. Higher educational opportunities are also available at nearby San Diego State University, and the San Diego campus of the University of California and United States International University.

Water Facilities

The Helix Water District serves most of Lemon Grove while the Otay Municipal Water District serves only a very small part of Lemon Grove in the southeastern corner of the Planning Area.

At the present time, Helix gets 90% of its water from the Colorado River and 10% from local sources. This is distributed by the Lake Jennings facility through the Grossmont reservoir. There is a 33 inch pipeline into Lemon Grove from La Mesa. These facilities provide an 8.9 MGD capacity which is currently being utilized at a rate of 6.5 MGD or 73% of capacity. The projected 1990 population will cause an increase in residential consumption of only 0.56 MGD or about 6%. Thus, capacity probably will not be strained even by increased commercial and industrial demand.

As a method of purification, the Helix Water District filters 100% of the water that it furnishes for residential use.



EXISTING WATER LINES

Sewers & Sanitation

There are three county sanitation districts serving the Lemon Grove Planning Area. The Lemon Grove Sanitation District was established in 1946 and covers 70% of the area, the Rolando Sanitation District was founded in 1940 and covers 10% while the Spring Valley Sanitation District was established in 1952 and covers 20% of the planning area.

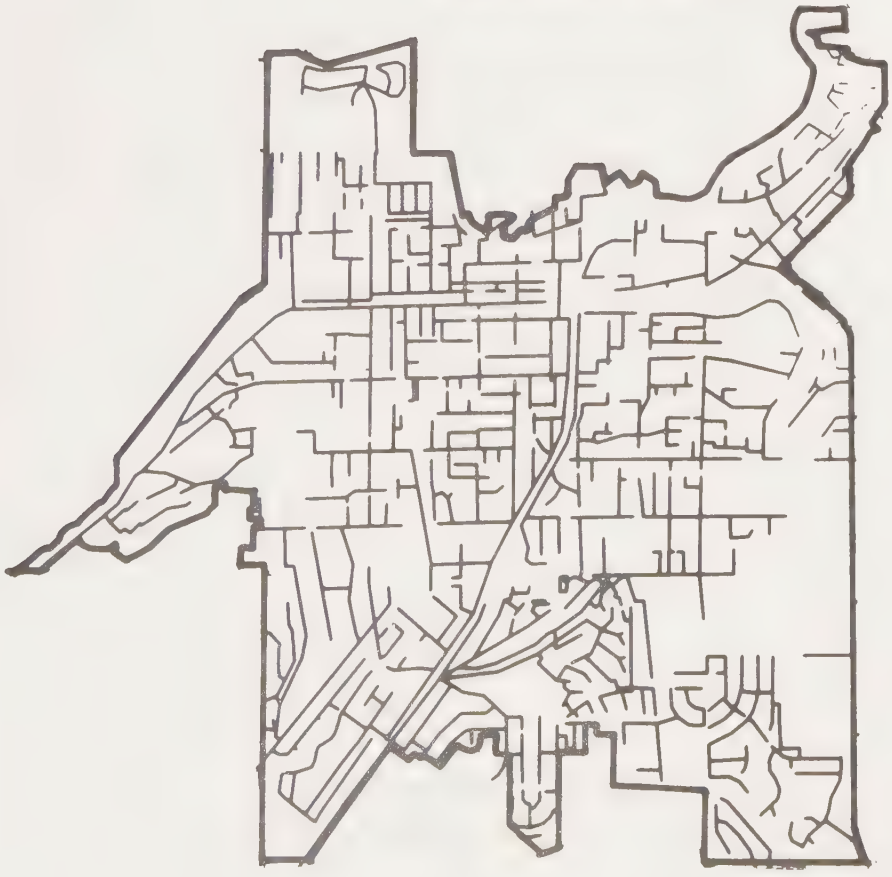
The sewer systems for the Lemon Grove Planning Area tie into the city of San Diego system and the flow is measured by meter. These systems flow into the Point Loma treatment facility from where, since 1963, the treated waste enters the ocean outfall.

Lemon Grove has a capacity contract with the city for 2.8 million gallons daily and its current quantity is about 1.6 million gallons. Rolando has a capacity contract of 300,000 gallons and a current load of 270,000 while Spring Valley has a capacity contract of 6 million gallons and a current flow of 5.4 million gallons.

These totals are for the entire special districts and not just for those parts lying within the Lemon Grove planning area. However, Lemon Grove has an unused capacity of 1.2 million gallons remaining on its contract, Rolando has 30,000 and Spring Valley has 600,000 gallons for a total of 1,830,000 gallons of unused capacity daily.

It is estimated that the projected 1990 population of 30,000 will produce an additional flow of 428,571 gallons of sewage per day or only about 23% of the total unused capacity. In this connection, the County Department of Sanitation and Flood Control, which actually operates the equipment of these three sanitation districts has stated as follows:

EXISTING SEWER LINES



"The Lemon Grove Sanitation District has two 12-inch trunk sewers serving the District; the combined capacity of the two trunk sewers amounts to 4.9 MGD which is equivalent to approximately 10,400 family units. The District records show that there are 8,365 family units connected to the sewer system leaving less than 1,100 family units available for future growth. New connections to the sewer system have been averaging one or two connections per month; therefore, the existing sewerage system should have adequate capacity to handle the foreseeable growth of the District."

Since the Lemon Grove Sanitation District covers 70% of the planning area, it is expected that it will absorb most of the future demand for sanitation facilities. It is the intent of this Plan to encourage and to make possible the utilization of existing sewer mains and facilities to their maximum capacity prior to constructing new facilities.

Solid wastes are disposed of at the Jamacha land fill on Campo Road. This site will last about six more years before a new land fill will be needed. Recent innovations in disposal and reclamation (i.e., pyrolysis process), however offer more environmentally sound alternatives to this age old problem. Hopefully, all of the wastes of the planning area, including the 12 tons per day of additional waste generated by the planned population of Lemon Grove will someday be saved for reuse rather than continuing to blight the countryside.

Fire Protection

The Lemon Grove Fire Protection District covers 4.6 miles and serves the major portion of the planning area while the Spring Valley Fire Protection District serves a small southeastern corner of the planning area. Two islands known as the Vista La Mesa area in the northern section and the American Homes area in the northeastern portion are not in any organized fire protection district but receive minimal service from the State Division of Forestry, based on funds from the County General Fund for "supplemental watershed protection."

The Lemon Grove Fire Protection District maintains one fire station on Central Avenue which houses four class A engine companies manned by 20 trained personnel. From this central location, the District can respond to any direct alarm within its 4.6 square mile area with 3 to 4 minutes.

Existing fire protection facilities are capable of providing adequate protection to the projected 1995 population and no major new capital investments are contemplated at this time. However, existing facilities will be continuously upgraded and about fifty new hydrants will be installed at strategic locations. The two fire protection districts and the State Division of Forestry will continue to review subdivision and building plans and recommend new hydrant placement.

The current tax rate of the Spring Valley Fire Protection District is based on a Pacific Fire Bureau rating of 5 while the Lemon Grove Fire Protection District's current tax rate is based on a rating of 4, this latter rating being less than the County-wide average. Both districts and the Division of Forestry favor adoption of a County-wide Fire Code.

Law Enforcement

The County Sheriff's Department is currently implementing a Master Patrol Station concept, with Lemon Grove substation assuming such a role. From this central location, the Sheriff is currently providing 24 hour services to Lemon Grove with a force of seven deputies divided into three shifts, utilizing a total of seven cars over a 24 hour period.

There are no present plans for relocation and present facilities would continue to be utilized until such time as population shifts and increases might dictate relocation towards the center of shifting population impact areas. In any event, the Lemon Grove planning area would continue to receive a level of protection commensurate with the present level.

Increased police protection is not necessarily a simple mathematical function of increased population. In the case of Lemon Grove, the community plan may in fact and hopefully will, decrease the need for law enforcment. This could be brought about by increased street lighting and additional parks and recreational facilities. These are all community goals backed by demonstrated citizens support.

Energy

Future energy consumption for Lemon Grove can be projected through the usage of gas and electricity. According to the San Diego Gas and Electric Company the projected population of 30,000 is anticipated to use 70,000 kilovolt amperes at peak electrical demand. Gas consumption is harder to estimate, however, Lemon Grove should consume approximately 14,600,000 therms (one therm equals 100,000 Btu's) yearly in 1990. Both of these consumption figures are average for a community of 30,000 which provides for a general mix of residential and light commercial uses. Residential uses account for roughly one third of the total energy load. The above figures are rough estimates and could be altered in the future to reflect different life styles or changes in commercial and industrial growth and modes of transportation.

Library

The existing County library in Lemon Grove is on Pacific Avenue near the corner of Olive Avenue. It provides good access to the entire planning area as no citizen is farther than three miles from the library. The present building contains 3,150 square feet from which 137,000 books were circulated in 1972. It is estimated that an increase in circulation of 18,000 books will result from the projected population increase.

Although such a modest increase could be accommodated by the existing facility, the community goals call for "high quality library service with libraries readily accessible and able to expand." Specifically, this means an increase to 8,000 square feet, a capability of expansion, a location as near as possible to the area of heaviest foot and motor traffic, and abundantly stocked to serve the reading tastes of all age groups. There should be space for showing educational films, lectures, exhibits, appropriate community gatherings of a scholarly nature, etc.

Health Services

There is no general hospital in Lemon Grove and, at the present time, the Grossmont Hospital District has no plans to build one. It is recognized, however, that such a medical facility will eventually be needed. It is therefore possible that the proposed community service center should be considered for a location where it could become part of, or be immediately adjacent to, the proposed general hospital. The hospital itself could be built and operated either by the Grossmont Hospital District or by private enterprise. When the construction of such a hospital is warranted by population increase, it should be located close to the center of population and should be accessible within twenty minutes travel time of all the urban areas it will serve.

The Lemon Grove Fire Protection District does not maintain an ambulance service, but has close coordination with a private ambulance to whom it refers all calls for such service. Satisfactory response time has always been achieved by this method. The Spring Valley Fire Protection District maintains an ambulance service which responds to four hospitals and is free to residents of the District. Non-residents are charged $20 for ambulance service. The District belongs to the Heartland Mutual Aid Group, the County Mutual Aid Group and the San Diego Fire-Wide Network.

CIRCULATION & TRANSPORTATION ELEMENT

The overall transportation goal which is basic to the attainment of all other goals and to the ultimate success of this plan, is the establishment of a diversified, balanced transportation system which includes mass transit, pedestrian, equestrian, and bicycle ways, roads, and aviation services. A public mass rapid transportation system connecting Lemon Grove to neighboring communities and to the region as a whole should be considered in any regional transportation system proposed in the future.

At the same time, local roads and freeways need to be improved in such a manner as to eliminate present safety hazards and traffic bottlenecks without increasing the role of the private motor vehicle.

Freeways

The only existing freeway serving Lemon Grove is State Route 94 which, as stated earlier, provides ready access to the city of San Diego on the west and to open, rural areas on the east. As previously stated, this freeway has an unfortunate side effect of isolating the northern section of Lemon Grove from the main part of the planning area. All future freeway construction, expansion, and improvement, especially State Route 125, should attempt to minimize such adverse effects by providing adequate vehicular and pedestrian underpasses and overpasses.

The location of State Route 125 is established by a freeway agreement between San Diego County and the State of California.

It is a community goal to encourage roadside and median landscaping, therefore such landscaping should be included as an integral part of all freeway construction and improvement projects. To this end, the Plan actually proposes a special land use designation, to be known as the Entrance Treatment category, which is to be specifically applied to the proposed Lemon Grove off ramp and to the future interchange between State Routes 94 and 125. Treatment of entrance points is intended to create an awareness on the motorist that he is entering Lemon Grove. The entrance treatments may consist of landscaping, sign controls, or a diversion or change in the pattern of paving and structure of the roadway in addition to other strong visual elements. Other areas where this category should be encouraged would include: the southwesterly intersection of Federal Boulevard and the Plan boundary; College Avenue between State Route 94 and Federal Boulevard; the intersection of College Avenue Extension and Madera Street; the southwesterly intersection of Imperial Avenue and the Plan boundary; the intersection of Massachusetts Avenue with University; the intersection of Skyline Drive with Jamacha Road; the Palm Avenue off-ramps from proposed State Route 125; the intersection of Troy Street with Sweetwater Road; the intersection of Blossom Street with Sweetwater Road; and the southeasterly intersection, and off-ramp exchange between proposed State Route 125, Jamacha Road, and Sweetwater Road; and the intersection of Lincoln Street and Jamacha Road.

All freeways serving Lemon Grove should be officially designated as Scenic Routes within a reasonable time.

Major & Collector Roads

The County Engineer has analyzed the Lemon Grove Community Plan to determine its compatibility with the Circulation Element of the County General Plan. The results are summarized on the traffic flow map on page 35 . The map shows traffic volumes on the road network in terms of vehicles per day projected when the land use plan is fully developed. In general, the land use plan is compatible with the circulation element, however, the citizens desire that the circulation pattern within the plan area be primarily utilized and maintained for the use of the residents and vehicles located within Lemon Grove. In an effort to discourage through traffic they adopted a resolution requesting that on these major and collector streets, traffic should not be permitted to move unimpeded for distances greater than half a mile.

An alternate study was also made of the impact of the road network in the event that Route 125 is removed from the Circulation Element. The results indicate that, in such a case, Sweetwater Road and several adjacent streets may require additional capacity to handle the resultant changes in the traffic circulation system.

In upgrading the system of major and collector roads in Lemon Grove, it is requested that specific attention be given to the perimeter roads such as College Avenue extension, University Avenue, Sweetwater Road, and Jamacha Road, for vehicular traffic the origin and destination of which are outside of the planning area.

Local Streets

In order to improve safety, access and ease of circulation, every street and roadway should have sidewalks on at least one side if not both; off street parking should be required in the approval of any building plan; speed limits on certain streets and arterials should be lowered where development has spurred a need for change; and the consequences of certain street name changes should be investigated.

Where existing local streets do not meet full urban standards because they have developed outside the County's subdivision ordinance, 1911 or 1913 Improvement Acts might be used to upgrade them. In the case of new construction, private residential and commercial developers should be required to the maximum extent possible, to furnish all municipal improvements in their developments such as the extension of sewer and water lines, the installation of streets, curbs, gutters, sidewalks, as well as off-street parking, street lights, underground utilities lines, park and school sites, fire hydrants, etc. Construction for any new use or any new structure should be allowed only on dedicated streets and such streets be built in accordance with the highest urban standards. Responsibility for maintenance of these streets will then be accepted by the County. Maintenance of existing streets that have not been accepted by the County may be financed through Road Improvement Districts, which are formed through the initiative of private citizens.

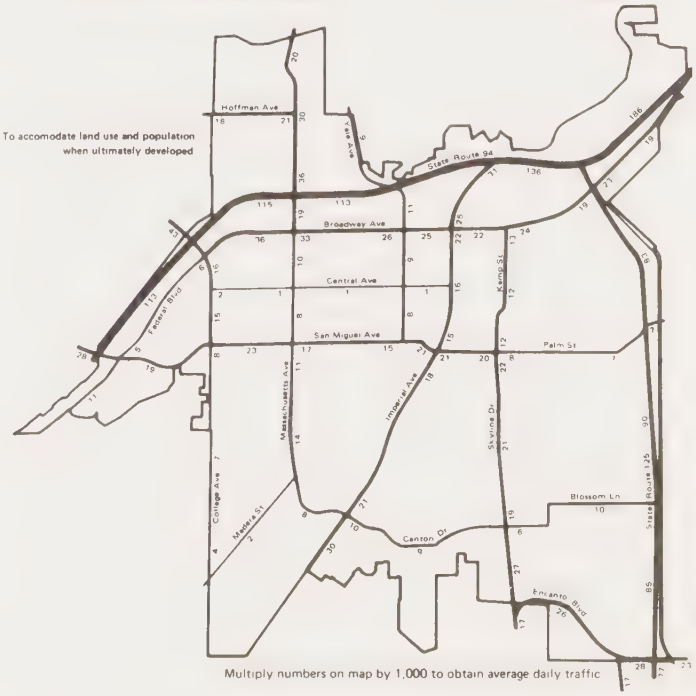
Public Transportation

In order to maintain its accessibility to commercial, business, educational, recreational and other activities, locally and outside the plan area, Lemon Grove will need some form of mass transit to and from such destinations, and major long distance transportation terminals. Thus, both public and private enterprise should be solicited to consider Lemon Grove as a location for experimental programs related to mass transit.

Air Traffic

A site should be designated and, if necessary, land acquisition should be planned for a heliport or some other vertical take-off aircraft facility within or adjacent to Lemon Grove. This site need not be at ground level, it could be the roof of a suitably located building.

FUTURE TRAFFIC ASSIGNMENT



Chapter 5
Implementation

STATEMENT OF CLARIFICATION

In the event of any apparent conflicts between acreages defined by the Goals and Community Plan Map and acreages stated in the text, the acreages defined by the Goals and Community Plan Map shall prevail.

ZONING RECLASSIFICATIONS

The plan is not a zoning ordinance. This statement has been made repeatedly throughout the preparation of the Lemon Grove Plan. However, recent State legislation has made the distinction between zoning and planning less clear. The State Assembly originated a bill (AB 1301) which, after undergoing numerous amendments, culminated in Senate Bill 594. After repeated delays in determining an effectuation date, the law became mandatory on January 1, 1974. Basically, the Government Code, Section 65860 now requires that all local governments must adopt zoning which conforms to the land use designations on the plan map. This implementation will take effect within a reasonable period after the plan is officially adopted by the Board of Supervisors. The following section explains which zones would be compatible with the plan. All zones are taken from the San Diego County Zoning Ordinance No. 1402 (New Series). In each land use category, several zones might be suitable to meet the intent of the Plan. Where a specific zone has been determined to be better suited than others, a less compatible zone might be considered under certain circumstances.

Therefore, the plan remains what is was originally intended to be, a guide. The zoning regulates the guide so that the years of hard work put in by the Planning Association and community will not be indiscriminately altered. In this way, the plan can truly reflect the desires and convictions of all Lemon Grove residents.

Specific Zoning

This section attempts to explain in a general way which zones would best implement the Lemon Grove Community Plan. Although arguments could be made for including or excluding several zones to these land use designations, the primary basis in their selection is the community's feelings and desires. It is these same aspirations for an environment which will provide a high quality of life that certain specific zones have been indicated as highly compatible to the intent of the Plan.

Individual zoning matrices follow each land use category. The following symbols are used to identify the compatibility of each zone.

○ Those zones that are highly compatible with the intent of the land use category and should be encouraged.

* Those zones that are compatible with the land use category.

● Those zones that could be found to be compatible by Board of Supervisors under unusual or abnormal circumstances but generally are not compatible.

Residential

Low

The majority of residential acreage shown on the Plan is designated as Low Density Residential. This is a single family residential density and represents the trend as well as the desires of the community. While five zones are considered compatible with the Low Density category (R-1, R-1-A, R-1-B, and R-1(15) and PRD (5)), one, R-1-A, is undoubtedly the most appropriate. The Low category covers many of those areas currently zoned R-2-A as well as some small areas zoned R-1, R-3 and C. The R-2-A, R-3 and C Zones need to be reclassified to a compatible zone.

COUNTY ZONING	Low Density Residential
R - 1 (15)	*
R - 1	*
R - 1 - B	*
R - 1 - A	○
PRD (5)	*

Low Planned Residential Development

The preservation of steep, natural slopes is the reason for designating two areas within the planning area as being more appropriate for the planned residential development concept. Zoned R-2-A and R-2, these two areas should ideally be rezoned PRD(5). Other zones that would also conform to the Plan include R-1, R-1-A, R-1-B and R-1(15).

COUNTY ZONING	Low Density Planned Residential Development
R - 1 (15)	*
R - 1	*
R - 1 - B	*
R - 1 - A	*
PRD (5)	○

Medium

This designation is found in five scattered locations on the plan. This duplex-type designation replaces: (1) an R-3 area north of Route 94 and east and west of Massachusetts; (2) a C Zoned area in the northeastern section of the planning area just south of Broadway and (3) three small areas presently zoned R-2 and R-2-A. These areas would most appropriately remain, or be changed to, an R-2 Zone. Less dense zones such as R-1, R-1-A, R-1-B, R-1(15)would also be compatible.

COUNTY ZONING	Medium Density Residential
R - 1 (15)	*
R - 1	*
R - 1 - B	*
R - 1 - A	*
R - 2	○
PRD (8)	○

Medium Planned Residential Development

Medium PRD was designated at only one location on the Plan to accommodate an existing project. Currently zoned R-2-A, this site on Berry Street would more accurately reflect the intent of the Plan if it were rezoned to a PRD(12).

COUNTY ZONING	Medium Density Planned Residential Development
R - 1 - A	*
R - 2	*
R - 2 - A	*
PRD (12)	○

High

The High Density Residential land use designations run parallel to the freeway in most cases and are basically located where R-3 zoning now exists.

The use of the High Density designation in some areas increased the amount of acreage for this intensity of residential usage while in other areas it was decreased in an effort to provide a well-balanced plan. The R-3 Zone remains as the most highly compatible zone for this category, but consideration might also be given to R-2, R-4 and PRD's up to 25 dwelling units per acre.

COUNTY ZONING	High Density Residential
R - 2	*
R - 3	○
R - 4	*
PRD (25)	*

Commercial

Downtown District

The Downtown District is the commercial focal point of the community, covering approximately 50 acres surrounding the intersection of Broadway and Imperial Avenue. This area, today, encompasses a variety of zones including C, C-1, C-2, R-P and M-1. Planned as an area of community-commercial uses, it would be highly desirable to rezone this designated area to the C or C-1 Zones.

COUNTY ZONING	Downtown District
C	○
C - 1	○

Professional - Office

The R-P or C Zones would best implement the intent of this land use designation. Located on the eastern edge of the planning area, just south of Broadway, the properties defined for Professional - Office use are currently zoned C-1. The C-1, R-3 and R-4 Zones are considered compatible with this designation.

COUNTY ZONING	Professional - Office
R - 3	*
R - 4	*
R - P	○
C	○
C - 1	*

Highway Commercial

Those areas designated as Highway Commercial are currently zoned almost entirely in the C-2 category. Little change then would be needed to implement this use since C-2, as well as C and C-1, are considered highly compatible. Compatible and in some cases desirable to minimize the negative impact of strip commercial would be the addition of R-3, R-4 or R-P Zoning. However, it should also be noted that the citizens adopted a resolution that 60% of the land in this category should be given to parking, as a condition of the use of this classification on the Plan Map.

COUNTY ZONING	Highway Commercial
R - 3	●
R - 4	●
R - P	*
C	○
C - 1	○
C - 2	○

Neighborhood Commercial

This designation appears at several locations on the plan map and those areas designated are currently zoned C and C-1, the only appropriate zones for the Neighborhood Commercial designation. One area, however, along Broadway is currently zoned C-2 which is not consistent with this category.

	Neighborhood Commercial
C	○
C - 1	*

Industrial

Light Industrial

Two locations on the Community Plan have been designated as well suited for light industrial use. They are areas between the Downtown District and the freeway and along Federal Boulevard west of College Avenue. While these areas currently encompass four zoning classifications (M, M-1, C-2, and R-3) only the M Zone can best implement the Plan.

COUNTY ZONING	Light Industrial
C	*
C - 1	*
C - 2	*
M	○

Medium Industrial

Located on the western extremity of the planning area, isolated from residential view and with good access to transportation routes, this area has been and will continue to be ideally suited for industrial use. Currently zoned M, it is highly compatible, but commercial zoning can be considered compatible.

COUNTY ZONING	Medium Industrial
C	*
C - 1	*
C - 2	*
M	○
M - 1	●

Other

Greenbelt - Open Space

Included to preserve and enhance natural areas and visual amenities, several areas have been identified on the plan which may need the protection of Scenic Corridor or Floodplain overlay zoning.

COUNTY ZONING	Greenbelt - Open Space
SC Scenic Corridor	○

CAPITAL IMPROVEMENTS

Zoning is only one of the many tools which are necessary in the implementation of the Lemon Grove Community Plan. Public funds to be allocated by County agencies and special districts for projects within the planning area's boundaries are also an essential ingredient in realizing the plan's objectives. Numerous meetings have been held between the staff, members of the planning association and these same agencies and special districts in an effort to arrive at mutually agreed upon objectives. This cooperation has resulted in agreement between the participants in determining future land use in the community from which maximum improvements can be accomplished at minimum cost.

Circulation

The Public Works Agency of the County has three projects planned for completion within the next six years which are within the select road system. These select system projects are maintained through State gas tax monies. Two of these, Broadway and Sweetwater Road, are currently being constructed and will continue to be improved during the next few years. College Avenue will be improved between Federal Boulevard and Mallard Street during a four year period beginning in 1974. Other minor construction and improvement projects will take place as the needs arise.

Another class of street improvements occurs to the local street system which is neither part of the select road system nor the circulation element of the County General Plan. The majority of these roads are originated through the requirements of the County's subdivision ordinance. When these roads are constructed to County standards, they are maintained by the County. A 1911 or 1913 Improvement Act might be used to construct streets in areas which have developed without a subdivision. In both cases, original construction costs are assessed to benefiting properties.

Two additional major projects are planned during the life of the community plan. The California Department of Transportation proposes to construct a full interchange at the intersection of Lemon Grove Avenue (Costabella Drive) and Route 94 and the construction of Route 125 between 94 and Jamacha Road is scheduled to begin in 1979.

Major shifts in transportation modes may in fact give greater emphasis to alternative means of travel for which little or no funds are presently allocated. There seems to be little doubt that when the plan is updated in five years, this section will include a wide range capital improvement projects from bicycle trails to mass transit systems.

U.C. BERKELEY LIBRARIES
C101742301

EXPERT ASSISTANCE

PRIVATE UTILITIES

San Diego Gas and Electric
Pacific Telephone Company
San Diego and Arizona Eastern Railway

STATE OF CALIFORNIA

State Division of Forestry
Regional Water Quality Control Board
Department of Transportation

COUNTY OF SAN DIEGO

Environmental Development Agency
- Local Agency Formation Commission
- Office of Environmental Management

Public Works Agency
- Department of Building Inspection
- Department of County Engineer
- Department of Sanitation and Flood Control
- Park Development Division

Health Care Agency
- Sanitation Division

Human Resources Agency
- Community Affairs Department

Law and Justice Agency
Fiscal Coordinator
Program Development Agency
Special Public Services Agency

OTHER CITIES AND AGENCIES

City of San Diego Planning Department
City of La Mesa Planning Department
Comprehensive Planning Organization
Comprehensive Health Planning Organization of San Diego
San Diego County Water Authority

SPECIAL DISTRICTS

Lemon Grove School District
Grossmont Union High School District
La Mesa - Spring Valley Union School District
Grossmont Community College School District
Grossmont Hospital District
Helix Water District
Otay Municipal Water District
Spring Valley Fire Protection District
Lemon Grove Fire Protection District

SAN DIEGO COUNTY PLANNING DEPARTMENT
Community Planning Division

BUD E. GRAY, Division Chief

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